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The China Mail

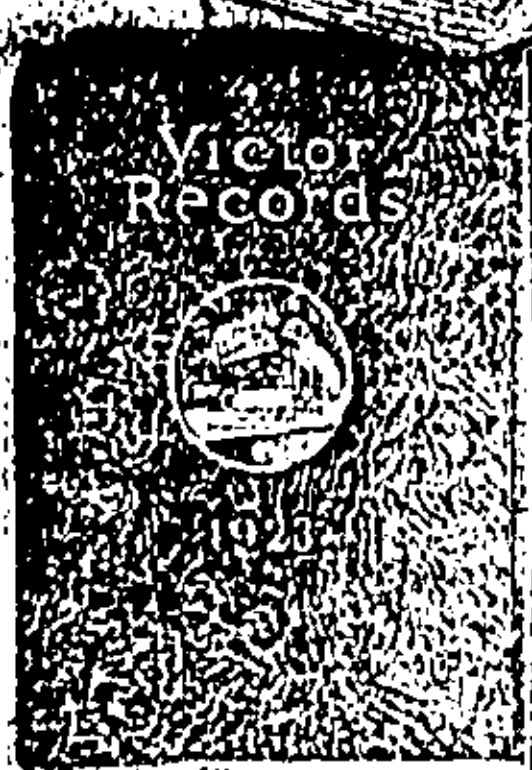
ESTABLISHED 1840

April 18, 1923, Temperature 71. Barometer 29.83 Rainfall 1.45 inch Humidity 97. April 18, 1923, Temperature 69.

THE DOLLAR.
To-day's closing rate 2/3 15/16.
To-day's opening rate 2/3 15/16.

Obtainable from all
Stores
JEYES' FLUID
THE BEST
DISINFECTANT
ALEX. ROSS & CO.
Sole Agents

No. 18858. 三拜禮 號八十月四年三十二百九千一英 HONGKONG, WEDNESDAY, APRIL 18, 1923. 日三初月三亥癸次歲年二十國民華中. PRICE, \$3.00 Per Month.



Come in
and get
your
copy!

The new Victor Record Catalog for 1923! The greatest musical program in the world. One of the most fascinating books printed—a musical education in itself. Get your copy, read it, and select your own music—to hear, whenever you wish it, by the greatest of all artists.

S. MOUTRIE & CO., LTD.
Exclusive Victor Agents.



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HAWTHORNE & PEARSON

Ladies' and Gentlemen's Tailors



Breeches Makers

St. George's Building, Ice House Street.

(Next door Café Wiseman.)

SWATOW TRADING CO.

Tel. Central 2303. 6, Hongkong Hotel Building
MANUFACTURERS
of Handsome Chinese Linen Draw-work and Embroideries
DEALERS IN ALL KINDS OF SILK GOODS.
Mandarin Costumes of Various Design and Follower-ware.

ECONOMY IN COAL

Fuchien Lump Coal stands for economy in coal value. All lump coals have a large percentage of dust which are PRACTICALLY WASTE. The dust in FUCHIEN lump burns into large lumps as soon as they are cast into bellows. Fuchien lump coal burns brightly and is therefore a decided ECONOMY.

WING IP & CO.

Coal Merchants and Contractors. 37, Queen's Road Central. Tel. Central 2774. Cable address: "Hindus" via Agents for Fuchien Coal.
We stock in our godown 12 grades of other Fuchien Coal.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. Cen. 636. Tel. Cen. 630.

MEE WAH KNITTING & DYEING CO.

General Knitter & Dyer.
Manufacturers of Woollen Slacks, Jerseys, Sweaters & all kinds of Underwear.
No. 1-18, Causeway Bay. Telephone Central 1801.
Manager: YEUNG FOK WAN.

FOR YOUR PROTECTION

DELARUE

FAMOUS

CABINET SAFES

Fitted with a Wonderful Combination Lock and Propeller Key.

INSPECTION SOLICITED BY

J. ULLMANN & CO.

HONGKONG.

HELPING AGRICULTURE

BRITISH GOVERNMENT'S SCHEME.

(Reuter's Service to The China Mail.)

LONDON, April 17.

The Minister for Agriculture, interviewed, outlined the Government's proposals dealing with agriculture. He announced that the Government would introduce a Bill during the present session reducing the assessment of agricultural land from a half to a quarter and that the Exchequer would grant 2½ millions in England and Wales making up the difference which Sir Robert Sanders described as the biggest concession given to agriculture for a generation. The Government further proposed to hand over between 1¼ and 1½ millions from the surplus road fund to relieve the rates for the upkeep of rural roads.

TSAR'S SISTER DUPED.

PARTS UP JEWELS FOR BOGUS SCHEME.

LONDON, April 17.

The Grand Duchess Xenia Alexandrovna of Russia, a sister of the late Tsar and niece of Queen Alexandra was awarded £10,000 damages in Mr. Justice Darling's court against Albert Frederick Calvert and Maurice Sternbach (the latter of whom was deported from England), who, it was alleged, by a conspiracy obtained that amount from her. The Grand Duchess gave evidence that she was induced to part with jewels to provide money for a wonderful invention which would revolutionise the world and provide enormous wealth.

ITALIAN POPULAR PARTY.

CABINET MINISTERS RESIGN.

ROME, April 17.

Minister Cavazzoni and three under-secretaries of state, Signora Vassallo, Milani and Gronchi, all belonging to the popular party, resigned at a meeting of Ministers convened by Signor Mussolini, who criticised the attitude of the recent congress of the popular party at Turin. Signor Mussolini reserved his decision as regards acceptance of the resignations.

NORTH BORNEO DIVORCE.

HUSBAND GETS DECREE.

LONDON, April 17.

Mr. Arthur Bruce Charles Francis, a former resident of British North Borneo, was granted a decree nisi in the Divorce Court on the ground of his wife's adultery with John Warren Norman who was formerly under the petitioner in North Borneo.

COLD STORAGE IN ARGENTINE.

BUENOS AIRES, April 17.

The Chamber has passed a Bill authorising the Government to expend ten million piastres to establish cold storage works at Buenos Aires under the Ministry of Agriculture.

COMMERCIAL

UNREST CAUSES STAGNATION.

ACUTE GODOWN SHORTAGE.

Hongkong merchants have ever had to suffer the consequences of political unrest and the resultant fighting in Kwangtung. In spite of improvement in production centres prices of the two staples, Rice and Sugar, have decreased in Hongkong.

On the other hand, imports have been plentiful. Rice, which is invariably sold for delivery by ship has had to be landed into godowns. As remarked previously, space in what is known as "approved public godowns," i.e., godown companies whose godown warrants are accepted by the local banks for hypothecation of goods, is very scarce and Nam Pak Hong merchants are finding it exceedingly difficult to secure godown space despite offers of increased rates of storage.

It was thought that with the completion of godown No. 10, on Marine Lot No. 181 at West Point, belonging to the China Provident Co., the stringency would be relieved. However, arrivals of large shipments of rice by the "Yunnan" Mingsang and Leegang have removed any chances of easing the situation. In conversation with a prominent Nam Pak Hong merchant today, a China Mail reporter was informed that Chinese merchants are eagerly awaiting the completion of the No. 18 Rough Brown China Provident Co.'s new godown

No. 20 on Marine Lot No. 182 but he understands that nearly all the available space is booked up although the godown will not be ready for storage for a fortnight.

The shortage has been aggravated by merchants, who, at the beginning of the recent sugar boom expected that the political atmosphere would clear in a short space of time and diverted to Hongkong shipments of sugar grown in Mauritius. In pre-war times, occasional lots were consigned to merchants here but this source has not been called upon for some time. A large quantity of this class of sugar arrived by the "Armanestan" and other lots are expected. Owing to unsettled conditions, dealers in Hoihow sugar are sending their produce here instead of disposing of it in the logical markets.

However, prices are unsatisfactory in spite of reports to the effect that U.S. buyers are in the market. "It is of no use, the local market going up in response to the boom in production centres if the cargo is to remain in godowns indefinitely. There is bound to be re-jection," remarked one Chinese sugar exporter. As it is pointed out that reports of a clash between the pro and anti Sun forces portend a protracted struggle, the only result will be the piling up of stagnant produce in Hongkong, pending a solution one way or the other.

This morning's Nam Pak Hong quotations were: SUGAR No. 24 Rough white \$14.50 No. 24 Fine white \$14.00 No. 18 Rough Brown \$15.50 Java Brown \$11.00

CHESTER-TURKISH CONCESSION.

FRANCE TALKS TO AMERICA.

(Reuter's Service to The China Mail.)

NEW YORK, April 17.

Admiral Chester, dealing with French objections to the Chester concession, said the French declaration of war against Turkey automatically scrapped any concession between the nations.

PARIS, April 17.

The Journal des Debats understands that the French are not protesting to America but are expressing the hope that Washington will abide by its established policy, namely, that of the "open door" which does not concern concessions anterior to 1914, and will support the French standpoint in any discussions which concessions raise.

WASHINGTON, April 17.

Hitherto, there have been only diplomatic discussions of a purely preliminary nature between the United States, States and France as regards the Chester concession. It is semi-officially stated that the United States await further particulars of the concession whereafter, if satisfied of its validity, they will support it.

BRITISH SEAMEN'S DISPUTE.

STEAMERS HELD UP.

LONDON, April 17.

A hundred and thirty two members of the crews of the "Windsor Castle" and "Almanzora" were summoned at Southampton for unlawfully combining to impede the progress of the voyage of the vessels. The case was adjourned to April 25.

The Ellerman liner "Aleppo" is unable to obtain a crew at Hull where the seamen persist in their refusal to accept the reduced national rates pay.

BAVARIAN FASCISTI.

A STRUGGLE COMING.

MUNICH, April 18.

A trial of strength is impending in Bavaria as a result of the Government's decision to summon Herr Hitler, leader of the Bavarian Fascisti for inciting his supporters to oppose Republican institutions. Herr Hitler declares that he does not intend to obey the summons. The attitude of the Bavarian police is doubtful. The Government also proceeded against two editors of Nationalist papers.

CORK TROOPS COUP.

IRREGULAR LEADERS ARRESTED.

LONDON, April 17.

It is officially announced that Cork troops arrested, near Mount Mellery, Barrett and Sean Gaynor, commanders of the West Division Irregulars.

DE VALERIE'S "ENVOY" DEAD.

NEW YORK, April 17.

The death has occurred of Laurence Ginnell, This has concluded his stormy career as the self-described envoy of the De Valerites in America.

MOULDER'S DISPUTE.

TAIKOO TROUBLE OVER.

On the Taikoo Dock management agreeing to eliminate the contractor-middleman, the moulders employed there, who stopped work as they were dissatisfied with the practice, have returned to work. On Monday, representatives of the company met the men's delegates and the settlement was arrived at. The company is to engage the men direct as from April 23, on the condition that the men return immediately.

After a long illness Mrs. Ainslie, wife of Mr. E. J. Ainslie, of Messrs. Lane, Crawford, Ltd., has died. The sad event took place at Bournemouth on Sunday. Mrs. Ainslie having been a patient in a sanatorium there for the past two years. For a time she resided in Hongkong, where she was married, but sickness necessitated her leaving for home in February 1921. The deepest sympathy is extended to her husband and only child.

RICE
No. 1 Siam Long White... \$6.98
Siam... \$6.25
(All above prices are per picul of 133-25 lbs.)
FLOUR
Dayton... \$5.00
Sperry... \$4.68
Big Gun... \$3.37
White Green... \$3.00
C. & C... \$2.92
White Rose... \$2.87
(Per sack of 50 lbs.)

Ready-to-wear
PALM BEACH
Coats and Trousers.
"Palm Beach" cloth is light in weight, smart in appearance and washes splendidly.
Stocked in Green, Grey and Fawn.
Coats from \$26.50
Trousers \$19.50
MACKINTOSH
& CO., LTD.
Men's Wear Specialists.
Alexandra Building, Des Voeux Road

Have you noticed how the cockroaches are increasing again?
That is because you are not using
FLETCHER'S BEETLE VIRUS.
You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are
Tel. C. 345. **FLETCHER & CO., LTD.** Tel. C. 345.
THE PHARMACY.

"PHILIPS"
APHILIPS LAMP
IS A PERMANENT Economy
SOLE AGENTS
Holland-China Trading Co.
Hong Kong

JUST ARRIVED:
RAINCOATS
TRAVELLERS' UMBRELLAS
OVERSHOES.
THE WING ON CO., LTD.

GINS & LIQUEURS
FROM
ERVEN LUCAS BOLS.
CALDECK, MACGREGOR & CO., LTD.
15, Queen's Road Central. Tel. Central 75.

FOOK WENG & Co., Just Opened!
EXPORTER OF
Swatow Drawn-thread Work and Canton Embroidery in finest Quality of silk and linen.
Dealing in Ivory, Brass, Pewter, Cloisonne and Lacquer.
Mandarin Costumes and Shawls are our most popular stocks.
All goods Fresh and Moderate in price.
No. 13 Queen's Road Central, Hongkong

We are manufacturers of
Felt Hats, Straw Hats,
Linen Hats, etc.
Manufactured in
HONGKONG
by the
NAM YUEN HAT FACTORY
THE YUEK WO STORE
Harbour Repairs
Engineering & Building Contractors, Plaster, Carpenter & Bricklayers.
Office: No. 24, Tung Man Street, (Third Canton Road)
Workshop: Canton Road, Kowloon. (From Kowloon TEL. 1000)
Post Office: 1000

LAMMERT BROS.AUCTIONEERS, APPRAISERS
AND SURVEYORS
Public Auctions

Under signed have received instructions to sell by Public Auction, on

TUESDAY, April 24, 1923,
commencing at 11 a.m.
at No. 8 Man Cheong Fong Terrace
(Happy Valley)
A Quantity of
Valuable Household Furniture,
Comprising:—
Toak dressing table, side board,
dinner waggons, chairs, double and
single bedsteads, wardrobes, dressing
table, wash stands etc., etc.
And
A Quantity of Plants in Pots
On View from Monday the 23rd
April, 1923.
Catalogues will be issued.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, April 17, 1923.

ON
MONDAY, April 30, 1923,
at 12 o'clock (noon),
at their Sales Rooms, Duddell Street,
The Wreck of the
s.s. "Nichiren Maru"
as she now lies stranded in Lon 110°
42' 50" E Lat 20° 10' 30" N together
with whatever cargo of coal as may be
on the vessel at the time.
Terms: Cash on fall of hammer,
when vessel, &c. will be at the pur-
chaser's risk.
LAMMERT BROS.,
Auctioneers.
Hongkong, April 2, 1923.

The sale of Mint Machinery
has been postponed until a date
to be notified later.

ARTICULARS AND CONDITIONS
OF SALE
OF
VALUABLE LEASEHOLD
PROPERTY
registered as

INLAND Lot No. 1759 Together with
the messuage thereon known as
No. 13A Macdonnell Road to be sold
by order of the Vendor by
PUBLIC AUCTION
on
THURSDAY
the 3rd day of May, 1923, at 3 p.m.
Messrs. LAMMERT BROTHERS
at their Office, Duddell Street.

The property consists of:—
All that piece or parcel of ground
situate at Victoria in the Colony of
Hongkong and registered in the Land
Office as Inland Lot No. 1759 together
with the messuage erections and build-
ings thereon known as No. 13A
Macdonnell Road held for the residue
of the term of 75 years from the 25th
March 1901 renewable for a further
term of 75 years created by the Crown
Lease thereon.
Area: 6850 sq. ft. or thereabouts.
Crown Rent: \$10.00.
Particulars and conditions may be
had from
Messrs. LO and LO,
Alexandra Building,
and
Messrs. LAMMERT BROTHERS,
Auctioneers.
Hongkong, April 14, 1923.

THE WATER SUPPLY.

Level and Storage of water in reservoirs
on the 1st April 1923—
CITY AND HILL DISTRICT WATER WORKS
LEVEL.

1922.	1923.
Typhoon, 5th. Below	22 ft. 5 in. Below overtop
Typhoon, 15th. Below	17 ft. 10 in. Below overtop
Typhoon, 25th. Below	17 ft. 10 in. Below overtop
Typhoon, 30th. Below	17 ft. 10 in. Below overtop
Typhoon, 31st. Below	17 ft. 10 in. Below overtop
Typhoon, 1st. Below	17 ft. 10 in. Below overtop
Typhoon, 2nd. Below	17 ft. 10 in. Below overtop
Typhoon, 3rd. Below	17 ft. 10 in. Below overtop
Typhoon, 4th. Below	17 ft. 10 in. Below overtop
Typhoon, 5th. Below	17 ft. 10 in. Below overtop
Typhoon, 6th. Below	17 ft. 10 in. Below overtop
Typhoon, 7th. Below	17 ft. 10 in. Below overtop
Typhoon, 8th. Below	17 ft. 10 in. Below overtop
Typhoon, 9th. Below	17 ft. 10 in. Below overtop
Typhoon, 10th. Below	17 ft. 10 in. Below overtop
Typhoon, 11th. Below	17 ft. 10 in. Below overtop
Typhoon, 12th. Below	17 ft. 10 in. Below overtop
Typhoon, 13th. Below	17 ft. 10 in. Below overtop
Typhoon, 14th. Below	17 ft. 10 in. Below overtop
Typhoon, 15th. Below	17 ft. 10 in. Below overtop
Typhoon, 16th. Below	17 ft. 10 in. Below overtop
Typhoon, 17th. Below	17 ft. 10 in. Below overtop
Typhoon, 18th. Below	17 ft. 10 in. Below overtop
Typhoon, 19th. Below	17 ft. 10 in. Below overtop
Typhoon, 20th. Below	17 ft. 10 in. Below overtop
Typhoon, 21st. Below	17 ft. 10 in. Below overtop
Typhoon, 22nd. Below	17 ft. 10 in. Below overtop
Typhoon, 23rd. Below	17 ft. 10 in. Below overtop
Typhoon, 24th. Below	17 ft. 10 in. Below overtop
Typhoon, 25th. Below	17 ft. 10 in. Below overtop
Typhoon, 26th. Below	17 ft. 10 in. Below overtop
Typhoon, 27th. Below	17 ft. 10 in. Below overtop
Typhoon, 28th. Below	17 ft. 10 in. Below overtop
Typhoon, 29th. Below	17 ft. 10 in. Below overtop
Typhoon, 30th. Below	17 ft. 10 in. Below overtop
Typhoon, 31st. Below	17 ft. 10 in. Below overtop

Consumption of water in the City
and Hill District in millions and decimals
of gallons during the month of March.

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of gallons during the month of March.

G. E. WARREN & CO., LTD.SANITARY ENGINEERS
MONUMENTALISTSOffice and Showroom,
No. 1, Wharf Road, Hongkong.
Tel. Central No. 277Large stock of
BATHS and BATH ROOM
FITTINGS.
LAVATORY BASINS FLUSH
CLOSETS.
COMMUNES, BEDS, &c., &c.OPEN & CLOSED STOVES, COOKING
RANGES, TILED GRATES.AMERICAN & ITALIAN MARBLE
MEMORIALS—Also in polished
Hongkong Granite.
A large selection of Artificial
Wreaths.
Prices on Application.**FOR SALE**

Collections of
POSTAGE STAMPS
500 Stamps, all different, \$ 4.00
1,000 do. 10.00
2,000 do. 15.00
3,000 do. 20.00
4,000 do. 25.00
5,000 do. 30.00
6,000 do. 35.00
7,000 do. 40.00
8,000 do. 45.00
9,000 do. 50.00
10,000 do. 55.00

GRACA & CO.,
Dealers in Postage Stamps, View Post
Cards, Religious Books, Toys, &c.
No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

SHOEMAKERS.

(Japanese Hand Made)

Every kind of Footwear.
MADE TO ORDER.

CHERRY & CO.,
6, D'AGUIAR STREET,
Opposite Kowloon & Co.
Telephone Central No. 491
Hongkong, March 20, 1914.

NAMSAN & CO.
286 Des Voeux Road West
Photo Engraving and Designing
LITHOGRAPHERS
Tel. Central 1383.

WING FAT CHEUNG
STAMPING CARDS (MA 3000)
FOR SALE. CARDS MADE OF
JEWELRY AND FINE BONE.
No. 276, Queen's Road Central,
HONGKONG.
No. 30, Man Ham Street East.

ASAHI BEER

SOLE AGENTS:
MITSUI BUSSAN KAISHA

"The Three Castles"
Virginia Cigarettes

Smoked
round the
World

Guaranteed
manufactured
in England...

Made in—Regular
Magnum and Super
Magnum Sizes....

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

ODDS AND ENDS.**MAINLY SCISSORS LOOT.**

Half Bournemouth for Sale.
Nearly half of Bournemouth is
for sale. Property bordering on
41 roads comprising the Malme-
bury Estate, is offered by the Earl
of Malmesbury, and it will be put
up in 1,700 lots to enable the lessees
to bid for the freehold of their pre-
mises. It covers the northern and
eastern areas of the town. There
are 2,000 houses, 122 shops, three
church halls, three schools, two
laundry, factory and nursery gar-
dens. Sir George Meyrick recently
sold his freeholds in the centre of
the town, and when the present
sale is completed nearly the whole
of Bournemouth will have changed
hands in less than two years.

Motor Cars a Luxury.

The unfortunate action of the
Government of India in classifying
motor cars as luxuries was well
calculated to cause Provincial
Governments to regard the motor
owners as fair game for the tax
collector. The United Provinces
Government has taken definite
steps in the matter, and if its pro-
posal goes through, the motor
owners within its area, in addition
to having to pay heavily for petrol
and also on municipal wheel tax,
will be called upon to meet a pro-
vincial tax. These levies follow
on the import duty of 30 per cent.
which is a crushing imposition. In
most cases, says a correspondent in
an exchange, the motor car is no
more a luxury than the railway train,
and the effect of this policy of pen-
alising it will be to check the devel-
opment of road transportation and
generally to hinder economic pro-
gress.

"To Stick to His Title."

Lord Leverhulme, in a letter to
the secretary of the Gaelic Society
of Inverness, states that it is im-
possible for him to accede to the re-
quest that he should delete the
words "of the Western Isles" from
his title, because he believes it is a
request that should never have
been made, and is one that has
really no bearing upon the facts of
the case. If it were the case that
he had encroached on an ancient
and royal title, he says, it would
never have been approved by
His Majesty the King and the
College of Heralds. Lords Lever-
hulme further says: "As to
whether it does encroach or not,
must always remain a matter of
opinion, but I assure you that the
highest authorities dealing with
this matter took the view that
it did not encroach in any way on
any existing title. I should give
greater offence to the people of
Lewis and Harris if I deleted the
words from my title than I could
possibly give satisfaction to others
who may desire them to be de-
leted."

Passion Player's Plight.

It is a pitiful thing that sheer
poverty should have forced the
Oberammergau Passion players to
quit their mountain village to earn
money by their art elsewhere.
observes a writer in the *Evening
Standard*. It is a queer sidelight
on conditions in Germany that in
spite of the enormous success of
the Passion play last year, Anton
Lung himself did not make enough
to provide himself with a new pair
of shoes. But that they should be
going to America of all places is
what proves the depth of their
necessity, for the multitude of
American visitors at the Passion
play has never been very popular
with the simple people of the place.
The contrast between American
ideas and habits and those of a
primitive community of Catholic
peasants in a lost corner of Europe
was and is very marked.

Changing London.

Visitors to London during the
coming summer will find many
changes in streets whose narrow-
ness and awkward corners are to
them the salient features by which
they are remembered. One of the
most notable of these changes is to
occur in the Strand, where a large
number of houses on the south side
of the street between Wellington-
street and Charing Cross are to be
demolished in order that the road-
way may be widened to 80ft.,
this being the breadth of the
widest portion opposite the entranc-
es to the Cecil and Savoy Hotels.
It is estimated by the London
County Council that all the con-
demned buildings will be de-
molished by the end of July. A
difficulty has arisen over a little
block containing a restaurant and
two shops immediately opposite the
Vaudeville Theatre. It is, however,
expected that an agreement will be
come to which will make possible
the removal of this block also.

Children's Bad Habits.

The bad habits of children, said
Dr. John Thomson, addressing a
meeting held under the auspices of
the Edinburgh Montessori Society,
did not include certain habitual
faults, whether of omission or of
commission, which resulted from
insufficient training or insufficient
control. The class of habits which
he dealt with were really to be re-
garded as psychoses. They involved
mental and moral factors, and were
performed intentionally by the child
because he enjoyed them. These
habits were divided into three
classes. The first class comprised
the sucking of the thumb or fingers
or other objects, sucking the lips
and tongue, biting the nails, biting
the hands and other parts, picking
at dirt, rumination or chewing
the cud, air swallowing or air gulp-
ing. The second class comprised
wetting the hands, breathing into
the hands, rubbing the eyes and

the ears, stroking velvet or fur.

The third class comprised swaying
or rocking movements of the body,
voluntary shaking or nodding of the
head, and head banging. After re-
ferring to the specific habits, the
lecturer said that why they should
attract children was a question
for the psychologist. It seemed
to him that these bad
habits in children were instinctive
attempts to find a satisfaction of
the lower instincts. Many of these
habits passed away harmlessly, but
in some cases they were very
troublesome, and might even lead
to serious disease. They were a
form of "infantile dissipation."
There should, therefore, be careful
attention to the promotion of the
child's health and happiness, and
every attempt should be made to
encourage a wholesome life and to
cultivate the intelligence of the
child.

"Underground" Activities.

Proposing the adoption of the
report and balance-sheet at the
annual meeting of the proprietors of
the Underground Electric Railways
Company, Limited, Lord Ashfield,
the chairman, said the company
was connected, through their invest-
ments, with all phases of London
traffic. They were in that way
interested in sixty-six miles of rail-
way, carrying, in 1922, 325,000,000
passengers; in 1,778 miles of omni-
bus routes; covering 723 miles
of roadway, carrying 924,000,000
passengers; and in 117 miles of
tramways, carrying 186,000,000
passengers. Altogether they were,
in one way or another, responsible
for carrying 1,594,000,000 passen-
ger, or much more than half of the
local passenger traffic of London,
for which purpose they were con-
cerned with the running of
191,000,000 car miles. The trans-
port undertakings, added Lord Ash-
field, were progressing once more
after the check imposed upon
development by the war, and were
re-instating themselves in a con-
dition of improved efficiency. With
the close of this year the pro-war
type of omnibus would have wholly
disappeared from the main streets
of London. It was hoped, in the
course of the present year, to com-
plete the programme of works which
would knit together the City and
South London Railway and the
Hampstead and Highgate section of
the London Electric Railway into
one system, stretching from Edg-
ware on the north to Sutton on the
south, a distance of twenty-two
miles, with through routes both via
the City and the West-end. It was
confidently expected that the exten-
sion railways would be self-support-
ing within a few years, with the
housing development that might be
looked for in the new districts which
would be opened up.

G. FALCONER & CO., LTD.**WATCHMAKERS & JEWELLERS.****Hotel Mansion**

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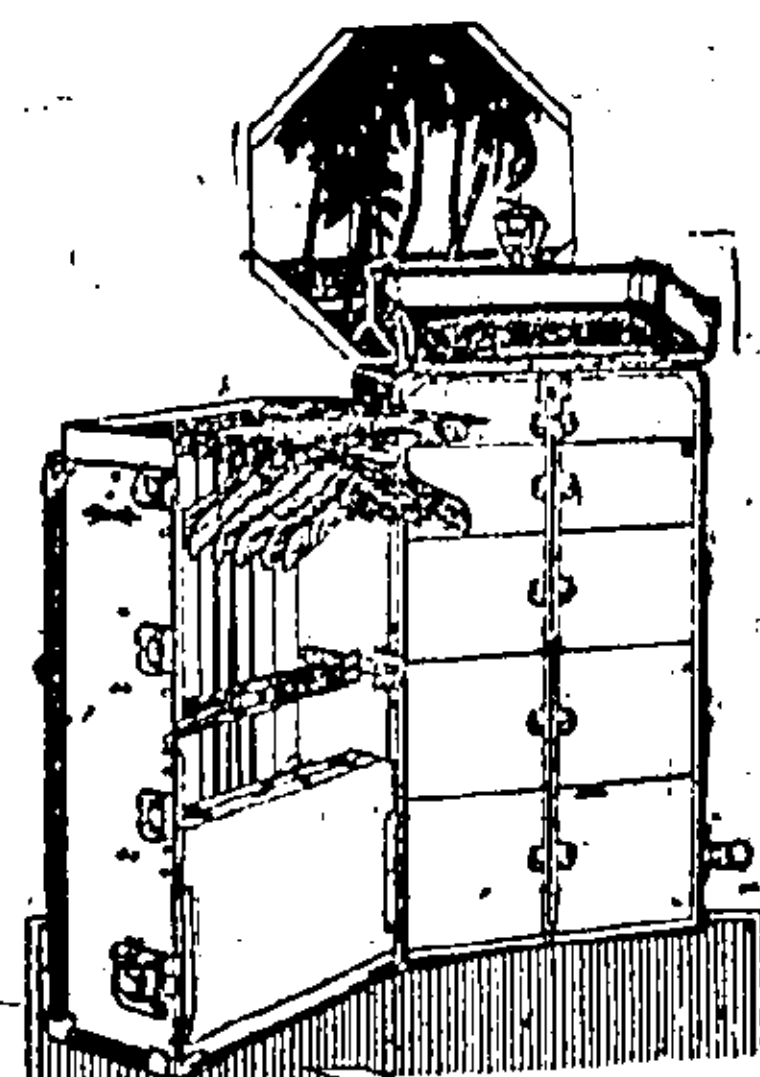
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DEATHS.

WEI—At Shanghai, Wei Chiang-sz, beloved wife of Wei Luk-chune.

LOWE—On April 14, 1923, at Shanghai, John P. Lowe in his 70th year.

RUTHERFORD—On Sunday, April 8, 1923, at Kuling, after a long illness, William James Rutherford, Belfast, Ireland, aged 29 years.

MURPHY—On April 11, 1923, at Shanghai, John Murphy, Chinese Maritime Customs, Newchwang, aged 41 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, WEDNESDAY, APRIL 18, 1923.

CANTON'S LATEST LITTLE WAR.

Once more Canton has been plunged into strife. And once more the outlook, whichever side wins, holds little hope for peace. When the city fell before the Yunnan and Kwangsi forces last January the auguries for future strife could not have been worse. The invaders had fought under Sun Yat-sen's name but it was clear they did not share his motives, interested or disinterested. They had come from their own impoverished provinces seeking what prizes they might secure. Having defeated Chan Kwang-ming, they took good care to prevent Sun Yat-sen from becoming too strong. Once this was made sure by disarming his loyal troops, they settled down to wrestle between themselves for the upper hand. Shum Hung-ying, the Kwangsi leader, had come to Canton an independent adventurer, not allied with any faction. Very soon, however, he saw the advantage of accepting service with the warlord Wu Pei-fu, who was waiting his chance to oust Sun Yat-sen from Canton. When Wu Pei-fu forced Peking to appoint Shum Hung-ying Kwangsi military dictator, the Yunnan leader, Yang Hui-min, recognised that his own hold in Canton was threatened and threw in his lot with a standing invitation for Cantonese

revolt under the first Cantonese leader who can muster a strong enough force. Thus, whatever the outcome of the present Canton struggle further trouble is almost certain. And just when China's costly little civil wars will cease it is impossible to say. Certainly not until the present leaders, with their old hatreds, have been finally swept away.

LOCAL AND GENERAL.

The Colonial Secretary notifies that His Majesty the King's Birthday will be celebrated on Saturday, June 2, owing to June 3 being a Sunday.

The Hongkong University Athletic Association is holding its annual athletic meeting on the Pokfulam ground on Saturday, April 21, at 2 p.m.

One Chinese case of plague, one French and two Chinese cases of small-pox, a British case of diphtheria and a Chinese case of cerebro-spinal fever were reported yesterday.

What is believed by the police to be a case of suicide, occurred yesterday when a Chinese female, 22 years of age was removed by fellow-occupants from the first floor of No. 27, Hollywood Road to the Government Civil Hospital where she died of opium poisoning, two hours after admission.

At about 11 o'clock this morning, Detective Sergeant Andrew of the Water Police seized a Luger pistol in a holster with 800 rounds of ammunition, concealed in a bed on the s.s. "President Jefferson." As no claimant was forthcoming and the contraband was not traced to anybody, no arrest was made at the time.

The summons against the Holland Pacific Trading Co. for failing to return an export permit within twenty-four hours to the Import and Export Department, in respect of two cases of brandy, per s.s. "Kinsan," the hearing of which was adjourned *sine die* by Mr. J. R. Wood yesterday, has been withdrawn.

Yesterday afternoon Mr. G. P. Lammer, the auctioneer, offered for sale the valuable leasehold property known as No. 74, Caine Road. Contrary to expectations, in view of the recent property boom and the tendency of property-men to buy whatever they can, not a bid was forthcoming.

The scheme started in 1920 to give Tokyo 181 miles of hard paved roads, including the highway between the capital and Yokohama, is expected to be completed by 1927. In 1920 a sum of 40 million yen was appropriated for the scheme, which includes paving with wood blocks, asphalt or stone, and lays down a width of not less than 36 feet for any street. The thoroughfare between Tokyo and Yokohama is expected to be finished by May next year.

The "Shanghai Maru," the recently built Nippon Yusen Kaisha steamer, was not able, as was anticipated, to proceed on her voyage at midnight on April 11 after going ashore near Woosung earlier in the day. She was finally towed off by the Shanghai Tug and Lighter Co.'s salvage vessel, "St. Dominic," and "St. Sampson" at 9.30 the following day. No damage is reported to the vessel, and she left immediately for Nagasaki.

SOCIAL AND PERSONAL.

Among passengers who arrived by the N.Y.K. s.s. "Wakasa Maru" yesterday were Lieut.-Colonel J. F. Barry and Mrs. Barry and Lieut.-Colonel W. O. S. Murphy.

Mr. C. C. A. Kirke, H. M. Consul at Chefoo, with Mrs. Kirke, and their two daughters, are travelling home by the P. & O. s.s. "Nankin." Mr. Kirke is being succeeded by Mr. J. L. Smith who has just returned from leave.

Several naval officers left by the P. and O. s.s. "Nankin," which sailed for Home to-day. They were Comdr. G. W. Mayhew, Lieut. A. S. Lindsell, Lt. Comdr. W. T. L. Gilchrist and Lt. Comdr. V. V. Alleyne.

Major E. S. Halford, Capt. Heisterington, the Rev. and Mrs. M. W. Shewell and Miss Shewell and Mrs. H. G. Garrod with Miss M. and Miss E. Garrod, were among the P. and O. s.s. "Nankin's" passengers when she sailed for home to-day.

Miss Clive, daughter of Mr. R. H. Clive, G. M. G. Counsellor of the British Legation at Peking, is passing through the Colony en route for Home by the P. and O. s.s. "Nankin." Mr. Clive and the Hon. Mrs. Clive are proceeding Home via Canada and the United States, by the "Empress of Russia." After a period of home leave, Mr. Clive proceeds to Munich to take up his new post.

KOWLOON PROPERTY.

MILLION DOLLAR DEAL.

KNUTSFORD TERRACE SOLD AGAIN.

Mr. F. H. Kew Land and Estate Broker, has sold for the second time Knutsford Terrace and Canton Villas, Kowloon. The former is a Terrace of 16 houses and the latter a Terrace of three and the area of both lots is approximately 174,000 sq. ft. The price at which the property changed hands is a million dollars.

PROPERTY DEALINGS.

NEW CHINESE SCHEME.

SIX-STORY BUILDING OPPOSITE WORLD THEATRE.

In addition to the deals in property reported yesterday, the *China Mail* learns of two other projected developments in the Chinese business centre.

To the east of the block opposite Wing On's is another block, facing the World Theatre, the western end of which is occupied by the Hong Nin Life and Hong Nin Fire and Marine Insurance Coys. An interesting story is told of these premises. In the early days of the Company, the property was rented. About ten years ago, the Company acquired its premises from the then landlord, the price being a little over \$60,000. Shortly before the Rents Ordinance came into force, the company sold the property for \$110,000 odd, it being stated that the buyer was merely a speculator. The Rents Ordinance only gave him a rental which worked out at under 4% return on the outlay and he re-sold the premises to the company at the same price. At about this time, the company which had previously confined itself to life insurance floated another company to cater for fire and marine business.

With increasing prosperity, some of the directors are launching a banking scheme which will necessitate more accommodation and it is reliably reported that plans have been submitted to the P.W.D. for a modern six-storeyed building to be erected in place of the present premises. It is stated that the plans will be approved very shortly, after which the work of demolishing will immediately commence.

At the junction of Guttsaff Street and Queen's Road Central, near the Central Market, stands the Tuck Chuen tea-house and a number of Chinese shops. It is rumoured that a Chinese syndicate has acquired the property and will rebuild bank premises in their place. However, members are very reticent about the scheme.

A MUSICAL TREAT.

MISS MAY MUKLE'S CONCERT.

"Only three seats vacant," was the reply Messrs. Anderson's manager gave when asked how many were present last evening at the concert given by Miss May Mukle at the City Hall.

Seldom have Hongkong music lovers had the opportunity of such a musical treat as was provided last evening. A thoroughly comprehensive programme was given and each item was applauded to the echo. Miss Mukle graciously replied to the first by Schubert, while "Lullaby," by Alice Verin was given as a fine Watson, at the piano, and Miss Rebecca Clarke, violin, materially assisted in the programme. To no man's mind the cello is essentially a man's instrument, but in the capable hands of Miss Mukle all idea of difficulty vanished and the tone produced and technique displayed were matters of favourable comment among the audience.

One musical critic compared Miss Mukle's playing to that of Squire and Van Bienen at their best. Each item had its need of praise and the artists felt highly gratified at the reception accorded them. "Entered the concert-room with fear and trembling, expecting to find an audience of under 30 from what I had heard and heard of Hongkong," said Miss Mukle, last night. "I can now leave the Colony—the party sails on the 'Empress of Russia' to-morrow—in the full knowledge that I can return at any time and be assured of a welcome."

The ex-Premier of China, Dr. C. L. Wang is expected in Hongkong some time this week. He is on his way to the Hague to act as a Judge in the Permanent Court of International Justice of the League of Nations. Dr. Wang is a D.C.L. (summa cum laude) of Yale and a barrister-at-law of the Middle Temple. He was one of the three Chinese delegates to the Washington Conference. Dr. Wang belongs to a well-known family in this Colony and is the author of the German Civil Code in English.

TOM WRIGHT'S COLUMN.

SANDWICH ISLANDS.

Encouragement.—To one of my correspondents, in another Crown Colony, I must have written a letter denouncing the "futility" of my life. It brought me a homely from him, in the course of which it was represented that compared with many men I was to be envied, since I had in various communities been privileged to air my notions and thoughts to direct the thoughtless to thinking. These communities might have been small, he said, and the direct influence of my preachings might not be as apparent as my vanity would desire; but (the argument went on) there was no telling how far the ripples of my waves had spread, and if I had cheered and stimulated only a very few individuals, these in turn would have passed it on, and so it was foolish to complain of futility. All of which I could just as well have told myself, of course, had I reflected. I was depressed when I wrote him. The picture of habit is always painful, and the fact that I continued to send you "humorous" notes means very little, since, as Mark Twain said, "the secret source of humour is not joy but sorrow." Still, this letter, and some that came to me from Hongkong, cheered and encouraged me immensely. By a coincidence, the same mail that brought me this homely suggestion that I might have sent ripples farther afield than I guessed, brought a letter from a stranger in Alberta, Canada, who enclosed a page from the "Overland Mail," containing one of my letters from here, and his own cheery comments on it. That's trigonometry for you—the triangle Honolulu, Hongkong, Alberta, is big enough to warn me that my words may be more momentous than I dream of, and that it behoves me to be careful what I say. I will.

Peroration.—My correspondent sent me a quotation of a peroration that should not be allowed to perish. It was the end of a modern sermon on "Faith," and it went: "So, brethren, let the Church for ever stand, with one foot rooted firmly on the rock of dogma, and the other pointed to the stars." You ought to paste that in your scrap-book for that piquant piece of biography that told how someone "denounced the errors of the church of Rome and adopted those of the church of England."

Fools.—Will some one of you kindly send me the recipe for "suffering fools gladly"? I find that I do not know how to do it. In my loneliness I have been welcoming the conversation of men that, were I richer in acquaintances, I suppose I would avoid and forget. Aching for human companionship I go from my books to meet men that irritate me after a few minutes of their foolish talk. I do not know which are the more depressing company, the wicked or the foolish. Why should the most appalling ignorance seem to be generally accompanied by the illusion that the victim of it is competent to lay down the law?

One that wasn't.—I met one that wasn't a few weeks ago. Very much did I enjoy his talk, for he had the most original attitude towards life. He was fond of walking, and I had arranged to walk round the island with him shortly. We were to take blankets along, when the rainy season ended, and sleep on the beach wherever our day's tramp might find us. He was full of his little island which he rented in Pearl Harbour. He lived in a Robinson Crusoe sort of life there, with his sailing boat, his chickens, and his fishing. It was in my mind, after getting better acquainted with him, to propose a temporary partnership. Early this week he shot himself. He was about my own age, and came from London.

Another.—A retired schoolmaster with whom I was becoming friendly here was also an Englishman, whose hobby was sketching from nature. He lived alone, as so many of us do here. Owing to the bad weather I had not been to see him for some time, and when I enquired of a "mutual" acquaintance yesterday how little Y— was, he said: "Why, didn't you hear? They found him dead in his room last week. He seemed to have been dead some days, they say."

Is it not natural that I should be feeling less cheerful and content than I prefer to do? Those that are left seem to talk mainly (when they talk intelligently that is, and don't merely blather) about getting dollars. This is doubly trying, since I do not appear to be getting dollars, and my desires in that direction are no much humbler than are theirs.

English-speaking Union.—It is curious that I am not my usual self, since I am not excited and happy about the formation here of a branch of the English-speaking Union, an Anglo-American society formed to combat the misunderstanding and jealousies that unhappily exist between the two races. Its aim is "a closer friendship among all English-speaking peoples," which is certainly a part of my own programme for a closer friendship among all peoples. You ought to start a branch in Hongkong. It has highly respectable sponsors in both Britain and America. I am as "willin'" as Dicks, and personally, I am waiting for the other fellows to show some signs that they mean it. Most of them seem too busy to find time to be courteous. The most friendly human being I have met so far was a man who sheltered with me under the same porch during a heavy shower. He began the talk. He took a sympathetic interest in all I said, and gave me some good advice. At parting he shook hands, asked my name, hoped we would meet again, and told me his own. He was a German. I suppose I ought to hate him, but he was a kindly man, and a sincere. He spoke my language imperfectly, but he smiled quite well. So what the devil am I to do, when comparing him with some that share my speech only to use it harshly or unsympathetically? "A common speech unites us," the circular informs me. It should, if common terms of blessing were used habitually, but alas! we have in common words that are uncommonly unkind. Tannu's biography of Woodrow Wilson shows some of the things that have caused these unkind thoughts, and I have to make allowances for them, especially as I have heard my own people, in Hongkong especially, speaking of Americans in ways they should not. Meanwhile I, who had no such racial prejudice, suffer for the sins of them that bad. Talking of races, I am at present living with a Korean, a fine man; but not very talkative as yet.

At the inaugural tiffin (of this English-speaking Union) about a hundred idealists, including some self-interested men who thought it advantageous to appear among the idealists, sat down to a meal that included what one romantic gigglingly referred to as "roast beef of old England." I will be charitable, and allow that he may not at that time have essayed to cut his portion. If he had described it as a bit of John Bull, I would have considered that he was more nearly correct. As the caterer was a lady, I must not say that it was tough, for that would be rude. It reminded me of the belting that they use in factories. The best and most lasting kind of belting. It would not be fair to say it was unchewable, because I did not try to chew it. After I had broken four knives on my portion, and bent another into the shape of a sickle, and blunted an axe that the waitress offered me, I concluded that a piece of fish would satisfy my appetite. I believe it would; too, but I can never be certain of this now, because before I got it I had to stand up and help to sing "Auld Lang Syne." I suppose this lyric was chosen as appropriate to the "piece de resistance" (happy epithet) for when that beef was veal I guess it walked the pastures of Bashan, and ate grass of the vintage that Nebuchadnezzar tried.

DESULTORY.—Something has happened to the mails. It must be three weeks since I had paper or letter from Hongkong, and nearly two since I posted my last. You are to know that these notes have been jotted at irregular occasions in that period. For instance, somewhere back I boasted of living with a Korean. It was true then; it is no longer so. He was a nice Korean, and I do not begrudge him the week's rent that he got for three days' use of his room. But something bit me on the second night in it, something I did not see but, horribly guessed at, and I fled to this little shack under a mango tree in which I am now. It is nine feet long and six feet wide, with the accommodations of a second-hand cabin on a three-thousand-ton ship, and I pay an English lady \$14 a month as rent. The mangoes are falling, and the bombardment on my roof at night was alarming at first. The lady laughed, and assured me that presently they will all have fallen and that then I will not be awakened in that sudden way. I like mangoes, any way, so now I step out and pick up the wind-falls and if they are not too much busted I put them by my bed to eat in the morning. They are not so big or so juicy as the Siamese mangoes, and far short of the large and luscious Queensland ones, but they are good enough at the price.

I AM ENGAGED TO BE MARRIED.—Almost any circumstances are bearable when you are looking forward to changing them. That is the secret of religious consolations. Now, that I have "retired" and got among strangers, I perceive that it is a need of my nature to feel less lonesome than I do now. So when I go Home next year, to tramp the length of England and to write about it, I shall study the female tramps, inmates of workhouses, etc., and when I find a woman that is weary and oppressed and that is to be pitied for kind treatment I will offer her marriage and a home, a peaceful little "but and ben" on the south coast where, where I will read aloud to her things she will understand, be-

YACHTING VENTURE.

"ELEANOR" BACK AGAIN.

LOCAL MAN JOINS PARTY.

The auxiliary yacht "Eleanor," which Mr. Aitken, a Manila lawyer, purchased some weeks ago from Mr. Nemazez for a trip through the Pacific archipelago, left here on Sunday morning last en route for Manila. Yesterday afternoon the vessel returned to Repulse Bay as a member of the crew, a Dane, who signed on here has refused to continue the voyage and demanded to be put ashore.

A telephone message from Repulse Bay Hotel was received by Mr. F. J. H. Stone, inviting him to make the trip as far as Manila where Mr. Jan Meerkamp, son of the Dutch Consul will join the ship. Mr. Stone, who is an experienced yachtsman, having been a member of the crew that sailed with Capt. Van some years ago in a small yacht from Yokohama trading among the Bonin Islands, jumped at the chance and left last night to join the ship.

During the early days of the war Mr. Stone enlisted in the Royal Navy and was eventually promoted to Lieutenant. On his return here he made one or two voyages as 2nd. officer on boats sailing out of Hongkong before joining the General Electric Co., of China with which he severed his connection in December last.

PEAK TRAMS.

NON-STOP CARS NOW.

Of special interest to Peak residents is the new tramway schedule published in this issue. It provides for extra cars and also non-stop cars.

The schedule provides for three extra cars on week days and two on Sundays during the busy parts of the day. Six non-stop cars will run from terminus to terminus on week days for the benefit of those travelling to the Peak at lunch time and in the evening, and three non-stop cars will run from terminus to terminus on Sundays for the benefit of those travelling to the Peak in the evening. The non-stop cars will be non-stop in every sense of the word, not even stopping at Plantation Road. There are very few residents at the Peak, for whom the upper terminus is not as accessible as Plantation Road Station, and to stop at Plantation Road would mean stopping at Kennedy Road, which the Company is anxious to avoid.

A CLEVER COUPLE.

YOUNG RUSSIAN DANCERS.

The Management of the Hongkong Hotel entertained the press last night to dinner in the Grill and on the roof-garden afterwards to witness the dancing of two youthful Russian prodigies—Miss Mura Shipoff and her brother Koka—who have recently arrived from Shanghai after terminating a six months' contract with the Astor House Hotel. Mr. A. J. B. Norton, Assistant Manager of the Hotel, acted as host.

The Russian dancers, a picture of whom appears on page 8 made two appearances, and on each occasion received vociferous encores. "The Fisher and the Pearl," the second offering, was certainly the most popular one but in "La Pastorale," the exponents were given more opportunity to demonstrate the finer points of classic dancing.

cause I will have written them myself. And I will help her with the cooking, and she will be the happiest woman in England I think, and soon forget her past troubles. As for me I shall continue growing younger and younger until my last day comes, when I shall fall asleep with Voltaire in my hand and my pipe in my mouth, and forget all that I have been at such pains to learn. It is selfish of me to plan to make a widow of her like that, after first making her so unexpectedly happy, but that is the price of which to pay for the happiness of which at present the poor dear has no hope. I find that I WANT someone to be sorry when I die. Ought I to be ashamed of this? Very well, then, I will try to oblige you with the appropriate blush. I am afraid it will not show, you know, for I am at present much sunburnt.

There is no mail for China hence for five or six days more. I had better seal this up, or it will grow too foolish length. As it is I trust your editor will save you with his trusty blue pencil.

CANTON FIGHTING. REPORTED KWANGSI DEFEAT. LATEST DEVELOPMENTS.

CANTON, April 18. Telegraphic communication with Hongkong has been intermittently interrupted since yesterday but whether this is due to military action or not is unknown at present.

The fighting has continued and a complete victory for the pro-Sun forces is claimed. It has been given out that late on Tuesday, the Yunnans overcame the stout Kwangsi resistance at Sau Kau Leng. Using this pass as a jumping-off point and aided by flank attacks rendered possible by the arrival of reinforcements from the East River, these having been rushed up along the Kowloon-Canton Railway, the Yunnans extended their gains till they had secured most of the strategic positions on the White Cloud Mountains. Subsequently a prolonged attack was made on the Kwangsi main lines where desperate hand-to-hand fighting took place before the Kwangsi leader, Li Yi-piu, the Kwangsi leader has been wounded but this is unconfirmed as yet.

It has been stated that the Kwangsi strength has been broken and that they are falling back gradually as they have garri- sons along the North River up to Shikwan. But it must be remembered that Shun has been pouring reserves towards Canton since Sunday. They disembark at the Sun Kai station on the Canton-Samsui railway and are moved via the military road skirting the northern boundary of Canton to the White Cloud and Goddess of Mercy heights. It is not known if the reinforcements were thrown in, otherwise the Kwangsi-ites are not crushed. They may only have vacated the heights owing to the situation having been rendered untenable on account of inferior numbers on the spot.

CONFLICTING ACCOUNTS.

CANTON, April 18. Conflicting accounts have been received of the fighting yesterday and it is impossible to ascertain which side has gained the superiority as both claim victories.

On Tuesday evening of fighting were heard from time to time in Canton. It has been established that the Kwangsi-ites have not been dislodged from their positions on the White Cloud Mountains. Early on Tuesday morning, advanced patrols came into contact and small skirmishes followed. Towards noon the Yunnans adopted guerrilla tactics in a double endeavour to entice the Kwangsi-ites from their heights and to storm their isolated black-houses to gain a footing.

In the afternoon, the Kwangsi troops attacked Sau Kau Leng, a Yunnan stronghold and casualties were suffered by both sides. It appears that the fighting at this point towards Tuesday evening was most determined.

TRAINS HELD UP.

Sun Yat-sen's adherents are making feverish efforts to concentrate on Canton and prevent the Kwangsi-ites obtaining control of the city.

Lau Tsun-wan's body of Kwangsi-Cantonese troops, which entered Kwantung with the "Allies" some months ago and left Canton for Shikung to avoid being embodied by the Kwangsi-ites under Shun, are hurrying to Canton to assist the Yunnans. On Monday they held up all trains touching Shikung but two through expresses were allowed to proceed with reduced numbers of coaches.

A telegram has been received by Kowloon from Canton to the effect that as the military are commanding rolling stock and engines, the service has been cancelled. This is due, probably to Lau Tsun-wan's troops being moved back to Canton. Sun Yat-sen has given orders to Chan Chak, commander of the River Defence Flotilla at Kongmoon, to muster all his available ships and station them at Samsui-Hohau, this evidently being intended to cut the Kwangsi-ites' communications with Wuchow.

Propaganda has appeared stating that Sun's Cantonese troops under Hsu Shung-chi are making forced marches on the scene of operations but reliable opinion expresses doubts as to whether these seasoned pro-Sun troops will be able to leave the Swatow neighbourhood in time.

CANTON, April 17. Further details have been obtained of the surprise attack by the Kwangsi troops on Monday morning. It appears that Li Yi-piu who, subordinate to Shun Hing-ying, commands the biggest detachment of the Kwangsi troops in Kwantung, personally directed operations.

The attack was launched on four different routes, picked troops being chosen to act as shock corps. The first objective seemed to be the Agricultural Experimental Station

which could be used as a jumping-off point for more important positions.

One detachment attacked from Yin Tong in the direction of Sha Ho village, the country being rapidly covered as the latter place is at the foot of the White Cloud Mountains and, therefore, of considerable strategic importance.

The second detachment came from the vicinity of the Little North Gate and proceeded unopposed to the Mint where they met with little opposition.

A third arm had previously occupied the Wong Fa Kong and acted as a second line to the other attackers.

Another column deviated from the main road and feinted at the Talsatou station of the Kowloon-Canton Railway.

After the preliminaries had been accomplished, the forces joined hands in a determined onslaught on the Agricultural Experimental Station which is the headquarters of the Yunnan Commander-in-chief.

Machine-guns and field-pieces were used and firing lasted some time. However, the Kwangsi did not attempt to consolidate their initial gains and the Yunnans beyond retrieving a few key positions did little towards counter-attacking. The fighting died away in local skirmishes after which both sides began digging in. They now face one another and it is confidently expected that fighting will break out again.

YUNNANS' STORY.

According to a report submitted by the Yunnan headquarters to Sun Yat-sen, the enemy, i.e., the Kwangsi troops, attacked the headquarters from three directions, viz., the Goddess of Mercy Mountains, Sha Ho and at a tangent from the direction of the Kowloon-Canton Railway Station. The attackers consisted of three brigades (probably two to three thousand bayonets.) It claims that a platoon of Kwangsi bodyguards was enveloped in the vicinity of Wong Fa Kong, that the impulse of the attack has been checked and was confident of routing the Kwangsi-ites by Tuesday night.

WU PEI-FU ATTACKS CHANG TSO-LIN.

ALLEGED PRO-JAPANESE LEANINGS.

PEKING, April 16. It is reported that Wu Pei-fu has wired to Chang Tso-lin attacking the latter for his alleged pro-Japanese leanings, and especially as regards the abrogation of the Treaty of 1915.

Chang Tso-lin is reported to be incensed owing to the violent language used in the telegram.

Courtesy Daily Bulletin.

CHINA.

ATTEMPTED JAPANESE LOAN.

PROFIT ACCRUING FROM OPIUM
LEGALISATION AS SECURITY.

PEKING, April 17. A Japanese named Maru is at present in Peking attempting to arrange a large loan with the Chinese Government secured on the profit accruing from the legalisation of opium.

The Japanese authorities state that Maru's visit is entirely unofficial, and that he is in no way supported by Japan.

It is understood that his scheme has been submitted to the Ministry of Finance, and that it will be submitted to the Cabinet shortly.

Courtesy Daily Bulletin.

BANDITS AT KALGAN. MOTORCARS HELD UP.

PEKING, April 17. It is reported from Kalgan that on April 12 bandits held up and robbed two motorcars containing two Russian drivers and eleven Chinese passengers. The bandits stopped the cars at the bottom of a hill where they had to slow up. The booty was very valuable, one consignment of furs alone being worth ten thousand dollars. The drivers, on arrival at Kalgan, reported the outrage to the Tutung's Yamen but were informed that they should have made a report to another official 35 miles north of Kalgan.—Reuter.

TO-DAY'S ADVERTISEMENTS.

PEAK TRAMWAY CO., LTD.

TIME TABLE

WEEK DAYS.			
7.00 a.m.	7.10 a.m.		
7.30 "	8.00 "	Every 15 Minutes.	
8.00 "	" to 11.00 "	" "	10 "
11.00 "	12.30 p.m.	Non stop.	15 "
	12.45 "	Non stop.	" "
	12.57 "	Stopping.	" "
	1.04 "	Non stop.	" "
	1.13 "	Non stop.	" "
	1.20 "	Stopping.	" "
1.30 p.m.	2.30 p.m.	Every 10 Minutes.	
2.30 "	3.10 "	" "	15 "
3.30 "	" to 7.00 "	" "	10 "
	7.20 "	Non stop.	" "
	7.37 "	Stopping.	" "
	7.57 "	Non stop.	" "
	7.44 "	Stopping.	" "
	7.54 "	Non stop.	" "
	8.01 "	Stopping.	" "
	8.10 "	Stopping.	" "
NIGHT GARS			
9.00 p.m.	9.00 p.m.	9.20 p.m.	
11.00 "	" to 11.20 "	Every 20 Minutes.	
11.15 "	11.20 "	11.45 p.m.	
SATURDAYS			
	Extra Car 12.00 Midnight		
SUNDAYS.			
7.00 a.m.	7.10 a.m.		
7.30 "	8.00 "	Every 15 Minutes.	
8.00 "	" to 11.00 "	" "	10 "
11.00 "	12.12 Noon	" "	15 "
12. Noon	1.00 p.m.	" "	10 "
1.00 p.m.	2.30 "	" "	15 "
2.30 "	3.10 "	" "	10 "
4.30 "	5.20 "	" "	15 "
5.30 "	7.10 "	" "	10 "
	7.20 p.m.	Non stop.	" "
	7.37 "	Stopping.	" "
	7.57 "	Non stop.	" "
	7.44 "	Stopping.	" "
	7.54 "	Non stop.	" "
	8.01 "	Stopping.	" "
	8.10 "	Stopping.	" "

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

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From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

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HONGKONG-MACAO LINE

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Sailings:—From Macao—Daily at 8 a.m. and at 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at the Company's Office, 44 Des Voeux Road Central, Messrs. Thos. Cook & Son, or the American Express Company, Hongkong.

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S.S. "NIPPON"Sailing on or about 2nd May

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AMAZON MARU (omit Marseilles).....Friday, 14th May.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durrban & Capetown—Passenger service.

T. COMA MARUTuesday, 1st May at 11 a.m.

BOMBAY—Through service via Singapore and Colombo.

HIMALAYA MARUSaturday, 21st Apr.

CELEBES MARU8th May

DELA & BANGKOK via SAIGON & SINGAPORE—Regular Monthly Passenger service.

BUSHO MARUTuesday, 1st May

CALCUTTA—Monthly Service via Singapore and Rangoon.

INDO MARUSaturday, 12th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports taking cargo to OCEANLAND PORTS U.S.A. Canada. Passenger service.

ARIZONA MARUThursday, 10th Apr.

NEW YORK via PANAMA.

HAVRE MARUTuesday, 1st May.

JAPAN PORTS—Kobe & Yokohama.

SHUNGO MARUSunday, 6th May.

KWANGYONG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

KIAJO MARUEvery Sunday Noon.

AMAKUSA MARUEvery Sunday Noon.

SAKAO via SWATOW and AMOY.

KOSHU MARUThursday, 26th Apr.

For sailing dates and further particulars please apply to—

K. SHIMA, Manager, No. 1, Queen's Building.

Tel. Central No. 4090.

BOSTON & NEW YORK

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG

S.S. "KAIKONG"Via Suez Canal25th Apr.

S.S. "ATREUS"Via Suez Canal8th May

S.S. "EURYLOCHUS"Via Suez Canal16th May

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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Telephone: 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Hongkong, April 1, 1922.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England.

VIA SHANTOU, NAGASAKI, KORE, YOKOHAMA, VANCOUVER, MONTREAL & QUEBEC.

From	Due	From	Due
Hongkong	Vancouver	Canada	England
W/Australia	May 4	May 15	June 1
E/Asia	May 17	June 4	June 8
E/Canada	June 2	June 18	June 22
E/Russia	June 14	July 1	July 14
E/Australia	June 29	July 18	July 27
E/Asia	July 12	July 31	Aug. 3
		E/Scotland	Aug. 4
		E/Scotland	Aug. 10

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Standard Sleeping Cars, Compartments & Drawing Rooms.

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For Batavia, Samarang & Surabaya.
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For Moji, Kobe and Yokohama.
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AND RETURN.

(Occupying 8 to 10 Days)

SHIP	DEPART	FRIDAY	LEAVING
HAIPHONG	Capt. Ellis Walker	FRIDAY	26th Apr. at 12 Noon.
HAIPHONG	Capt. J. S. Thompson	SUNDAY	28th Apr. at 1 p.m.
HAIPHONG	Capt. W. C. Pasmore	FRIDAY	27th Apr. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Disko Pier).
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UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

"CITY OF SINGAPORE"28th April.....Shanghai, Kobe, Yokohama.

HOMEWARDS.

"CITY OF POONA"26th AprilMarseilles, London, Hamburg.

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For further particulars apply to—

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THE ADMIRAL LINE

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CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

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1st Floor, Queen's Building, Phone Central No. 2008. G. P. BRADFORD, Secy.

SHADOWS BEFORE.

Coming Events Advertised In This Mail.

ENTERTAINMENT'S.

April 18.—Coronet Theatre: "Too Much Business" World Theatre; William Farnum in "The Scuttlers" Star Theatre; Charles Ray in "Crooked Straight"; and at 9.15 p.m. only, Miss Lucy Shelton in Characteristic Dances.

April 19.—Theatre Royal: Robert Courtneidge and W. E. Holloway's London Co. present their opening performance with "If Four Walls Told," 9.15 p.m.

April 20.—Theatre Royal: Robert Courtneidge and W. E. Holloway's London Co. present "The Second Mrs. Tanqueray," 9.15 p.m.

April 21.—Theatre Royal: Robert Courtneidge and W. E. Holloway's London Co. present "The Man from Toronto," their farewell performance, 9.15 p.m.

May 7.—Coronet at Government House in aid of welfare work 9.15 p.m.

SPORTING EVENT.

April 21.—21st annual athletic meeting of V.R.C. at Hongkong Football Club Grounds, commencing at noon.

April 25.—Inter-School sports at Happy Valley.

May 5.—Second Gymkhana at Happy Valley.

PUBLIC AUCTION.

April 24.—Lammert Bros.—valuable household furniture, No. 8 Mar. Queen's Terrace (Happy Valley) 11 a.m.

April 30.—Lammert Bros. at their Sales Room, the wreck of the s.s. "Nietmora," at noon.

May 3.—Lammert Bros. valuable household property known as 13, Macdonell Road at Auctioneers' Office, 3 p.m.

COMPANY MEETINGS.

April 21.—Thirty-fourth ordinary general meeting of the Hongkong Electric Co., Ltd. at the Co's offices: St. George's Building, at 11.30 a.m.

April 25.—Ordinary yearly meeting of shareholders of the Hongkong Hotel Co., Ltd. at the Hongkong Hotel, Pedder Street, at 11.30 a.m., and the twenty-eighth ordinary general meeting of shareholders of the Shanghai Hotel Ltd., at same place, at noon.

April 30.—First general meeting of the Hongkong Hide and Leather Co., Ltd. at 67-69, Des Voeux Road, Central, at 12 noon.

May 3.—Extraordinary general meeting of the Hongkong Central Estate Ltd., at the offices of Messrs Jardine Matheson and Co., Ltd., Pedder Street, at noon.

May 3.—Extraordinary general meeting of the Hongkong Land Investment and Agency Company Limited at the offices of Messrs Jardine Matheson Co., Ltd., Pedder Street, at 11.30 a.m.

OTHER MEETING.

April 18.—Monthly meeting of the Marine Engineers' Guild of China at Sailors' Home, 5 p.m.

Serves the Whole Family.

The fame of Chamberlain's Cough Remedy is world wide. It is good for the cough of the adult or the child. The same bottle serves the whole family. For sale by all Chemists and Storekeepers.

THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

The M/S "INDIEN" will be loading for Dunkirk, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian Ports, about 23rd April 1922.

Further sailings:	Expected on or about:	Will leave for above ports on or about:
M.S. "CHILE"	4th May	20th May
M.S. "MALAYA"	10th May	26th June
M.S. "PAPAYA"	10th June	17th July
M.S. "SOLVIA"	10th July	17th August
M.S. "AUSTRALIAN"	25th July	31st August
M.S. "JAVA"	25th August	30th September

Subject to change without notice.

For further particulars please apply to—

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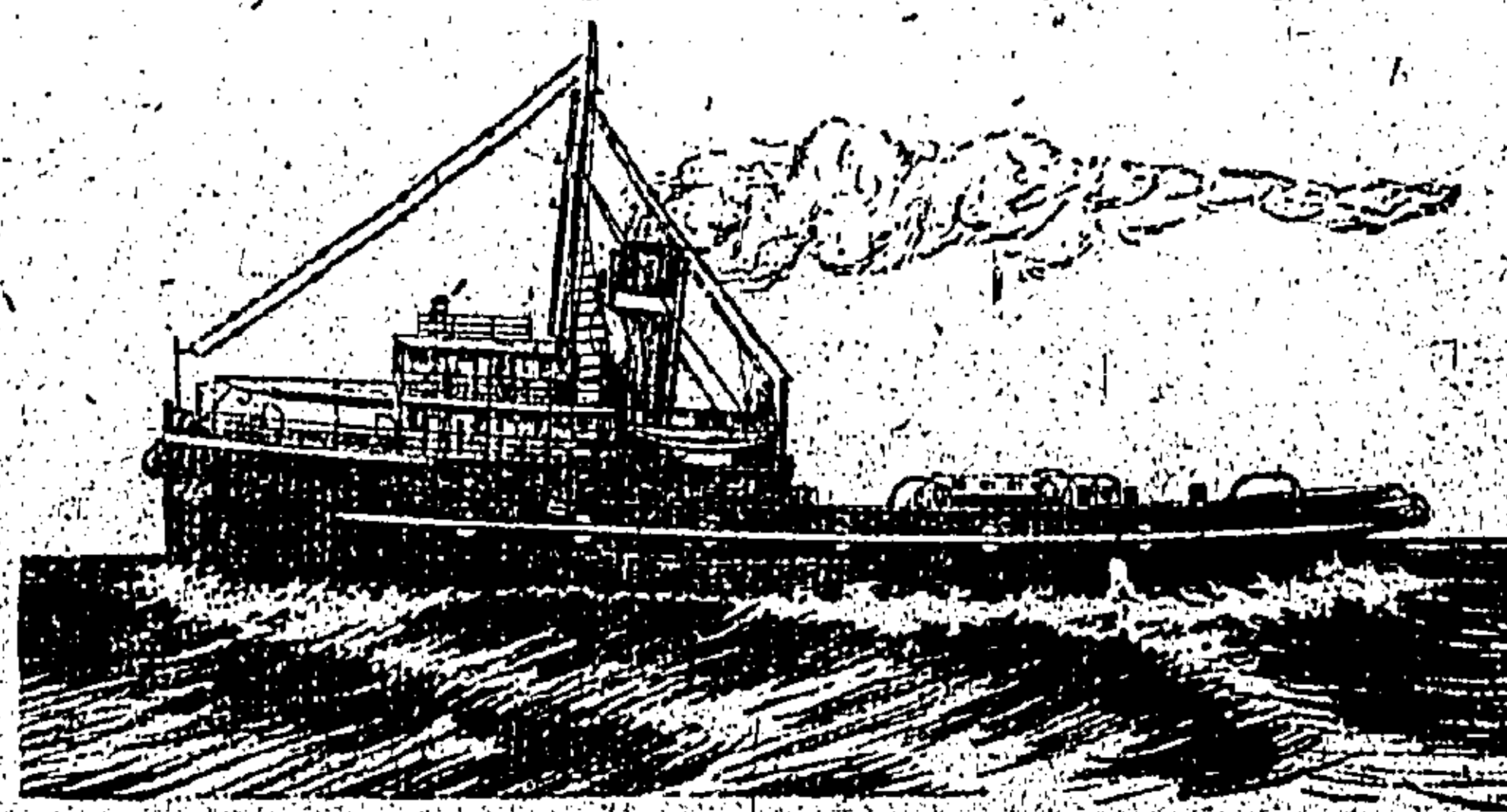
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Please address enquiries to the Chief Manager.

E. H. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

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has ever destroyed
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JOHN TANN Fire-
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LTD.,
LONDON.

NO BURGLAR

has ever succeeded
in opening a JOHN
TANN Thief-resist-
ing SAFE.

SOLE AGENTS—CHINA & HONGKONG:
ARNOLD & CO., LTD.,
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"SUI AN" INQUIRY.

USE OF WIRELESS.

"INSULT TO INTELLIGENT MEN."

From Vladivostok "Australia" writes as follows under date March 29, to The Editor of Shipping and Engineering (Shanghai):

Sir,—Please allow me space in your excellent paper to address myself to those gentlemen who sit in judgment on the "Sui An" Piracy Commission at Hongkong.

I wish to refer to wireless telegraphy as regards the remarks made by the Commission.

You, Gentlemen, I understand if reports do not lie, after careful consideration found all and sundry to blame for this unfortunate occurrence and especially the Piracy Regulations.

However, this is not so important a matter to me as the statement you made to the effect that "We do not advise that any form of wireless apparatus should be made obligatory." Enough said.

Now it is of no particular moment to me that you sit by your comfortable fire-sides and read or discuss how such and such a ship was lost and why the master did this or neglected to do that; but it is a matter of extreme importance to me and to all who claim to be intelligent beings that when you had in your power the opportunity to deal an effective blow to the ship-owner, you did not do so.

Your remarks were an insult to any and all intelligent men. I should like to suggest that not one of you gentlemen have shared the perils of the sea; at least not as we who go down to the sea in ships share it. I trust that some day you may have thorough personal contact with some of the things that matter and when an opportunity occurs to you to do something for the betterment of your fellow man you may do it without let or hindrance or fear or favour.

You had in your power the opportunity to recommend the compulsory carrying of wireless telegraphy; and a statement to that effect would have been backed up by the press, the voice of public opinion and something possibly gained for those men who daily face the perils of the sea, so that you may have a comfortable home and live on the fat of the land.

In conclusion I should like to add that the price of wireless and the maintenance of an operator is not too expensive an addition to any ship-owner, and especially those who run ships during the war.

I do not despair. Times will change and I venture to hope also some who rule. By the compulsory carrying of wireless on all vessels on the China Coast many lives may be saved and in cases of distress the ship-master's anxiety will be lessened and the owners' interests safeguarded. Once more I issue an invitation for the formation of a society to bring before the ship-owner the extreme necessity of wireless, and will be pleased to receive suggestions on the matter.

YACHT "SHANGHAI'S" CRUISE.

ARRIVAL AT MANILA.

Further information has been received as to the progress of the voyage of the yacht "Shanghai," which, manned by five Danes, with Capt. Kjaer in command, left Shanghai on February 20, on a voyage to Denmark.

A letter from one of the adventurous navigators on board the yacht, dated Manila, April 4, states that they have arrived safely at Manila. Very rough weather was met with in the China Sea, but from Cape Bojador to Manila, they had a calm, in consequence of which the motor-power had to be used most of the way. Without sails, and using motor-power alone, they made from five to six knots and were very satisfied with this result. During their stay in Amoy they were out on a pleasure trip with several residents of the port, including Mr. J. H. Macoun, Commissioner of Customs, who showed keen interest in the boat and expressed the opinion that it would be of suitable type for Customs cutguard work.

The "Shanghai" was to leave Manila for Batavia on April 7.

OBITUARY.

MR. W. J. RUTHERFORD.

After a long illness, Mr. William James Rutherford of Tientsin, and formerly Shanghai, died at Kailing Estate Hospital on the 8th instant, aged 29 years.

Deceased, who was born in Belfast where his mother still resides, left the employ of the Robinson Piano Co., of Shanghai and joined the Java Sea Insurance Co. about 18 months ago. After about three months with that firm, he was transferred to the Tientsin branch. He was there about six weeks, when he was taken ill and came back to Shanghai and stayed with Mr. and Mrs. J. A. Heal, 137 Dixwell Road. He was later taken to the Kailing Hospital and from there to Kailing.

Deceased, who was unmarried, had no relatives in Shanghai, but many friends both there and elsewhere in China, as he was of a very genial and kindly disposition. Much sympathy will be felt for his aged mother in her sad bereavement.

MR. JOHN MURPHY.

His many friends will regret to learn of the death, at the Shanghai General Hospital, of Mr. John Murphy, of the Chinese Maritime Customs, Newchwang, at the age of 41 years. Deceased came to Shanghai 15 years ago and had been in the employ of the Customs since that time, with the exception of the period during which he served in the war, in both Army and Navy. He retired from the Navy prior to coming to Shanghai, and when war broke out he re-enlisted, serving in German New Guinea and German West Africa. Subsequently he served in France, transferring to the Army in 1917. He also served with the Chinese Labour Corps, and during his military service successively held the ranks of gunner, corporal, sergeant, second lieutenant and lieutenant, retiring with the rank of Captain.

Deceased, who was unmarried, had no relatives in Shanghai.

MR. D. J. MOORE.

The death of Mr. Daniel Joseph Moore, occurred at Shanghai on April 13, from congestion of the lungs after three weeks' illness.

Mr. Moore, who was about 45 years of age and an unmarried man, entered the service of the P. W. D. Municipal Council as park-keeper at Jessfield, about one year ago. He worked in Canada and the United States for many years, but at the commencement of the war joined the army and served four years in France and Belgium, mostly with the 59th N. M. Division. During that latter part of his service he was attached to the Chinese Labour Corps, and returned with them to China and was discharged here in 1920. For some time he worked with the Waterworks Department as foreman and with Messrs. Butterfield and Swire as overseer, also as assistant in H. B. M. Supreme Court.

SENTIMENT SOMETIMES.

"TOO MUCH BUSINESS."

There is not too much business in any office to leave room for a little sentiment. So, at any rate, the hero finds it "Too Much Business," the delightful seven-reel comedy which is the current attraction at the Coronet. It is enterprising young man believes in making his love affairs strictly business and gets a most odd option on the hand of his fiancée. The stipulation is that he must double his salary before the month is up and he does it—by starting a dry nursery. Needless to say this furnishes any amount of comedy, especially when his staff go on strike and the hero is left to manage half a hundred infants by himself.

A Parent's Duty.

You boy is always getting scolded or out or blamed. Because those parents have been neglecting their duty. Get a bottle of Chamberlain's Pain Balm and so that every injury is cured for immediately. You can get nothing better and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

WEATHER REPORTS.

HONGKONG CHAMBER'S SUGGESTION.

SUPPORT FROM SHANGHAI.

During the last two years so much has been written, both in these columns and in the daily newspapers at Shanghai and at Hongkong, on the vexed question of the compulsory adoption of wireless apparatus on all passenger carrying vessels on the China Coast, that the subject would bid fair to become a hackneyed one if it were not of such paramount importance, bound up as it is, with the safety of thousands of lives and hundreds of vessels, says Shipping and Engineering, Shanghai.

Probably owing to the general impatience and apathy of the Chinese Government, most foreigners in the Far East have looked for some years to the Hongkong authorities for a definite move in the matter, and though much has been said and written in the Crown Colony on this important subject, it is only now (if we except the recent decision of the Government to install a wireless direction finding apparatus) that any news of a definite and hopeful character comes to hand from Hongkong.

None can question the wisdom of the suggestion, (made in the Chairman's speech at the annual meeting of the Hongkong General Chamber of Commerce) that a meteorological station at Pratas Shoal would ultimately prove a great boon to all classes of shipping on the Far East, and with a realisation of the expectation of an Ordinance making the carrying of wireless compulsory on ships visiting Hongkong, it is obvious that sooner or later, but inevitably, Pratas Shoal will be so used. The past (and presumably present) objections of the Chinese authorities who hold themselves responsible for the "sovereign rights"—one of the most unfortunate slogans ever adopted by the Chinese—of Pratas Shoal must be overcome, as they will be, for even a nation so backward as is China cannot indefinitely hold out against a cold, hard necessity, especially where, as in the case of Pratas as a wireless centre, the safety of Chinese ships and Chinese lives, to say nothing of foreign ships and foreign lives, is involved.

But while it is generally admitted that wireless on China Coast ships will be generally adopted within the next year or two, as also, it is to be hoped, will the installation of a central station at Pratas, the present and the immediate future, by which we mean the year 1923 and the typhoon season soon to be with us, must not be neglected. Last year was one of the most disastrous in the history of Far Eastern shipping, so far as typhoon damage was concerned, and while it is hoped that the coming season will be infinitely less harmful in its effects than the last (when at least twenty vessels suffered more or less serious damage at the hands of typhoons), the lessons of 1922, in their possible application to 1923, must not be neglected.

Every vessel fitted with any sort of wireless apparatus should be requested to spare no effort in collecting and passing on information regarding the weather. Every scrap of information regarding the tracks and progress of typhoons is of use and possibly of inestimable value when it reaches the proper quarters. Unfortunately, there are but four meteorological stations in the Far East—they are situated at Tokio, The Philippines, Hongkong and Sincawei—that can compare favourably with the best stations in other parts of the world; but if these are enabled to get accurate and early information as to the tracks of typhoons the resultant general dissemination of information would prove of incalculable value to ships in these parts, whether fitted with

wireless or not. On August 11 last the Rev. Father Proc, Director of the Sincawei Observatory, contributed to these columns an illuminating dissertation on the Sincawei typhoon of August 2, and in his report we read: "..... to write at once is a difficult task, for lack of precise scientific information. The lighthouse reports will come to hand in a couple of months only, the observations taken on board steamers are very few, and there is no hope to get, for a long time, the telegraphic observations of the meteorological stations in the neighbourhood. The last observation received from Sincawei, to-day, August 10, is that of July 11, 6 a.m., and that is the rule. Owing to obstacles unknown and apparently insuperable, the meteorological observations from that place never reach Shanghai before three weeks, and it is the same with telegrams from Shamsen, Hailow and Pakhoi. Only Wuchow arrives sometimes within one week or two."

Quite apart from the above observation by a gentleman who is probably the greatest weather expert in China, we know, definitely, that during the last typhoon season there was a general, consistent and inexcusable delay to the weather reports from most of the observation centres of China, and we know, in addition, that no small proportion of the reports were delayed for days, sometimes weeks, solely on account of the wires being occupied to their fullest capacity in transmitting those verbose messages of appeal and patriotism in the compilation of which many of the Chinese high officials are so great adepts.

In this connection, some time last year we quoted the classical instance of the Chinese port from which no weather reports had been received for many weeks. The commander of a foreign gunboat which was proceeding to that port was requested to do what he could on arrival. Within two days of the arrival of the gunboat at the port we refer to, one hundred and fifty weather reports, covering an extended period, were received in Shanghai from that port. If we remember rightly this happened in the typhoon season!

As we have said, the general adoption of wireless in these parts and the establishment of more meteorological stations in the Far East is a thing of the future, not of the year of Grace 1923, and for the coming season the most that can be hoped for is that the best advantage will be taken of the by no means negligible facilities already available for following the tracks of typhoons and of circulating the information. In this matter, the prompt receipt of daily weather reports, from ships and from shore stations, is of incalculable value, and it is to be hoped that steps will be taken to this end before this year's typhoon season is upon us. We said last year, and we repeat with emphasis this year, that:—

"Sincawei Observatory is really a Chinese National Institution, maintained at no expense whatever to the Chinese Government, and it loses no efficiency by its freedom from Government control. It confers, indirectly for the most part, and as often as not unnoticeably, great benefit on the shipping operating in Far Eastern waters. It is as efficient and as modern, and performs duties as important and necessary, as do many institutions and organizations, which countries other than China have to pay heavily for, and yet apparently it is denied that co-operation—co-operation which costs nothing—to which it indubitably is entitled. That this regrettable delay in the forwarding of weather reports from Chinese ports will have terminated before the advent of the next typhoon season will be the ardent wish of every seafarer on the China Coast.

Of course, as has been pointed out by one eminent authority, the ideal—yet, alas, the impossible—arrangement, would be for the

Chinese Government to establish and maintain its own central meteorological station such as Sincawei, with a highly trained scientific and technical staff and with a trained meteorological observer at each of the important ports along the coast and rivers, and to make and pay for its own system of weather reports, as is done in most other countries. The provision of a technical observer at each of the ports is not so impracticable a suggestion as might be supposed at first sight. Such an observer could have other duties to ensure that he was kept fully occupied, and his technical training, his ability to make the fullest use of his local observations, and his trained interpretation of any reports received, would go far to ensure a perfect system of weather forecasting. The same thing is being done in other countries with success. The same thing could be done in China, where the volume of shipping and its importance warrants the best system that human ingenuity could devise and silver dollars pay for, and we can but hope that in the dim future, perhaps when the present generation is no more, China will possess its own national meteorological service and will remember with gratitude the incalculable services that have been rendered by the Jesuit Fathers at Sincawei Observatory. In China, one can always hope."

Incidentally, the island of Yap, famous two years ago for the controversy its possession evoked between the United States and Japanese Governments, has, or could have, an important bearing on the general safety of shipping in Far Eastern waters during the typhoon season. When, in 1905, the German cable-ship "Stefan" laid the Shanghai-Yap cable, she received, by the cable that was being laid, valuable weather reports and forecasts from Sincawei which had a considerable influence on the safety of the ship and on its work being carried out expeditiously. As a mark of appreciation, on completion of the cable-laying, the German concern controlling the cable instituted a gratuitous daily weather bulletin from Yap to Sincawei. As a natural sequence to the outbreak of war, these reports were discontinued in October, 1914, and though the Japanese Government has had control of the cable for (we believe) some twenty months, the daily direct weather reports were not re-instituted during 1922, when all reports from Yap were sent to Shanghai by way of Manila, on which route the cable is always congested. The result was that last year, although reports were received in Shanghai and many were of great value, much valuable time was lost owing to the relay at Manila. The Japanese Government and Japanese shipowners are taking an increased interest in the application of wireless to the safety of shipping, and it is to be hoped that there will be no unsurmountable difficulties to the resumption of a service so wisely instituted by the Germans in 1905, and so necessary to the safety of lives and shipping on the China Coast.

Sincawei is a great institution; it has a wonderful record of forty years and more, and for anything possible in the way of co-operation to be desired it is fair neither to the pioneer work of Le Loc, Colombel and Decheverens, nor to the present unstinted labours of Fathers Proc and Gherzi.

Take Care of Yourself.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.

DAIRY FARM NEWS.

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Miss Muri Shipoff and her brother Koka, youthful dancers now appearing at the Hongkong Hotel roof-garden.



Here are leaders of China's opposing factions General Teng Hsi Hou is commander of the Chungking garrison, of Szechuan Province. General Tan Mao Hsien is commander of the defence forces in East Szechuan, which is the controlling point of the vast Yangtze River gorges and surrounding territory. General Liu Cheng Hsun is the Military Governor of the Province. General Hsiung Kao Wu is the Government's leader in the Province.



Seven years old, she travelled across the Atlantic alone.



Mrs. Ada Bodart, an English nurse who married a Belgian, was a lifelong friend of Nurse Edith Cavell and was tried with the latter in Brussels by the Germans for aiding in the escape of wounded Allied soldiers. Nurse Cavell was executed, and Mrs. Bodart for a long while was believed to have suffered the same fate. After the armistice it was learned she had been sentenced to 15 years imprisonment, and she was freed by the Germans when war prisoners were released. She is shown here wearing many of the decorations awarded her by the British, French and Belgian Governments for her heroism in the war.



Impressive ceremonies marked the disbanding of the Italian National Militia, whose members were for the most part connected with the Fascist movement. The militiamen marched to the tomb of the Unknown Hero, in Rome, where they swore allegiance to the King and to the Fascist. The photograph shows the men kneeling at the bier of the Unknown Warrior.



Mrs. Jack London, widow of the famous writer, has just journeyed from San Francisco to England on a tramp freighter, as the only passenger. She is now on a protracted tour of Europe.



Soprano of the Chicago Opera Co., whose singing so pleased Feodor Chaliapin, Russian basso, that he presented her with an autographed photograph. Cesare Formichi leading Italian baritone of the company his long-time admirer, objected to her accepting the picture and had his face slapped by the soprano for his comments.



Lupton A. White, established Red Cross stations in Greece and Asia Minor.



Alleged ringleaders of a huge counterfeiting gang with agents in every part of the world. Joseph Palma is the Secret Service man who began the inquiry which has already resulted in the arrest of over 1,000 persons.



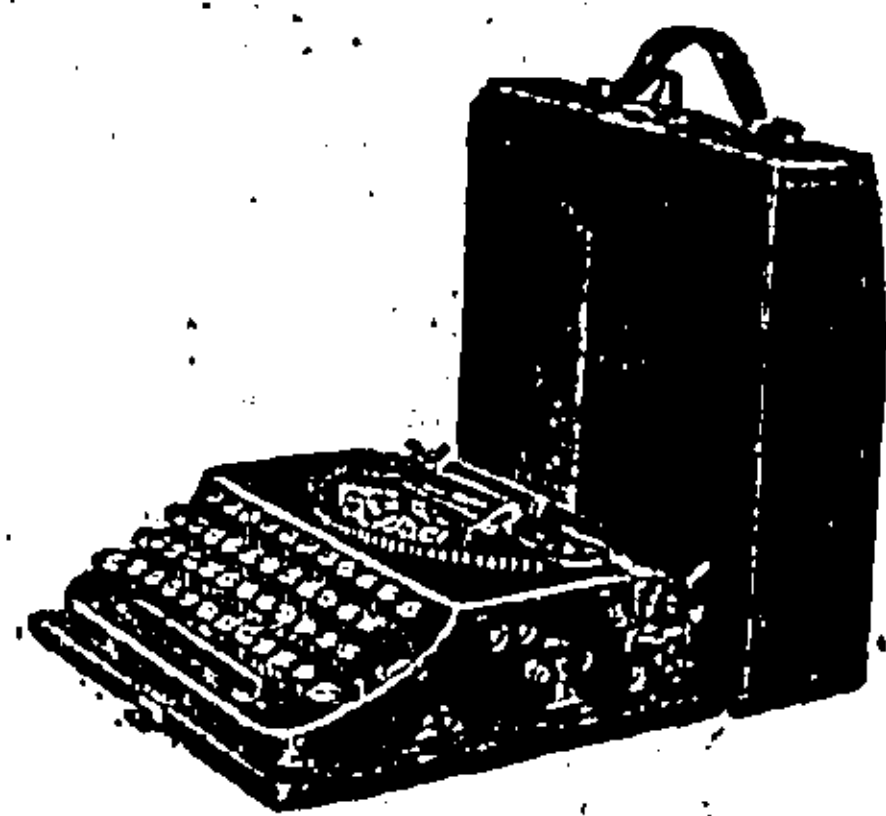
Danscuse who has been awarded \$25,000 against Dr. Oswald P. Stackhouse, who, she said, ruined her pretty nose. Three years ago, wishing to have a retouched nose, she went to the surgeon. When the plaster was removed, she alleged, she saw with alarm that her nose was bent out of shape. Then she found she had lost the sense of taste and that her lip was paralyzed.



Captain O. S. Ferson is planning a flight from Texas to Porto Rico and return. The flight of six planes will be under Army supervision, each of the machines having two pilots. The purpose of the long flight is to determine the feasibility of establishing regular airway communication between the island and the mainland.



French poilu at one of the signal switches in the occupied Ruhr District, which the troops are guarding to prevent sabotage by the German workers.



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accuracy and cheapness.
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BRINGING UP FATHER



EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BRITISH BUDGET.

LONDON, April 16th.
A model "fair" and "popular" among the adjectives applied by commentators to Mr. Baldwin's Budget, which is generally praised for holding the scales evenly between debt redemption and relief from taxation. The latter, indeed, is given less prominence than the proposal to allocate for the sinking funds £40,000,000 this year, £45,000,000 next year, and a maximum of £50,000,000 thereafter.

The expectations of businessmen have been exceeded, and labour members yesterday were less indignant than has been usual on Budget nights, since 1914. The Daily Chronicle, which is profoundly disappointed at the failure to continue on Lloyd George's policy of drastically reducing expenditure and the "Duties which dunder" "This rich man's Budget, which is giving nothing to the poor," are the only newspapers recently condemning the Budget.

THE RUHR.

BRUSSELS, April 16th.
M. Thunis declared that France and Belgium were ready to examine carefully any German offer, if these were made with the object of effecting reparations.

THE CHESTER CONCESSION.

PARIS, April 16th.
According to Le Matin, Premier Poincaré has issued instructions that the French Government be approached in regard to the Chester concession. It is pointed out that certain concessions granted to the American syndicate to French nationals in 1914. The French Government, therefore, must make full reservations in view of the forthcoming negotiations at Lausanne. Le Matin alleges that the Anglo-American Assembly apparently desires to diminish French participation, quoting as an example the Turkish troops concentrated on the Syrian frontiers.

MERCHANDISE MARKS.

LONDON, April 16th.
In the House of Commons, Mr. McNair, replying to Mr. W. M. R. Pringle (Labour) as regards the proposed marking of eggs and other commodities in merchandise marks, stated that the Bill had evoked unfavourable views from France, The Netherlands and Lithuania.

U.S. IMMIGRATION LAW.

NEW YORK, April 16th.
Mr. Gary, Chairman of the United States Steel Corporation, is no admirer of the Immigration Law. He told the shareholders of the corporation that the barriers to aliens erected by the Act had threatened to create a serious labour shortage, and this was "one of the worst things the country ever did."
Mr. Gary estimated that the total value of the Corporation's holdings had increased by a billion dollars since the organisation came into being twenty years ago.

U.S. NAVAL PROMOTIONS.

WASHINGTON, April 16th.
Admiral Long has been appointed chief of the Bureau of Navigation. Rear-Admiral Andrews will succeed Admiral Long as commander of the American fleet in Europe, with the rank of Vice Admiral.

INDIAN IMMIGRANTS IN MALAY.

LONDON, April 16.
In the House of Commons, replying to questions, Mr. Ormsby Gore declared that the High Commissioner was consulting Malay rulers, with a view to arranging the best form of political representation for Indian Immigrant labourers.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):
Gibbing, from Shanghai.
Mahara, from Hamburg.
Petersen, from Shanghai.
Mahlberg, to Pohlmann Nampoh, Hong (2), from Shanghai.
Yekke, from K. B.
Esario Co. 35 Queen's Road Central, from Amoy.
Hualsheng Pingon Hotel, from Shanghai.
Chenkwayson 38 Boham West, from Nioe.
Mr. Yip Kwongching Shuangwan, from Shanghai.
1535, from Shanghai.
N. LUND, Act. Superintendent.
Hongkong, April 12, 1923.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in E. E. Telegraph Office, Hongkong.
Daharlogge & Peak, from Hongkong.
Capt. Walter Linn King, Edward Hotel, from Macao.
Mrs. Fowles Hongkong Hotel, from Shanghai.
Retransmitted from Singapore Frank Salvoan Steamer Kiang, from Shanghai.
Fred S. Else American Consul from San Francisco.
Hamlyn Gascap, from New York.
Kabibala, O. Mirokhan Head Post Clerk, from Bombay.
Linn, from Hongkong.
Linn, Passenger Empress of Asia Co. Naulila, from Batavia.
Marjorie Bruce, from Singapore.
R. M. MACALPINE, Superintendent.
Hongkong, April 12, 1923.

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(2) "You were very helpful to me when I thought of selling the car and you would have secured for me a very good price indeed."
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MOVEMENT OF STEAMERS.

The B. F. s.s. "Helena" arrived at London on Apr. 15.

The China-Australia Steamship Co.'s s.s. "Victoria" with outward Australian Mail sailed from Sydney for this port on Mar. 29 and is due here today. The Wing On Co. Ltd. are agents.

The B. F. s.s. "Tyndarus" for Pacific Ports left Cebu p.m. on Apr. 15 and is due here to-morrow at daylight.

The B. F. s.s. "Proteus" at daylight on Apr. 16 for this port and is due here to-morrow.

The C.P.S. R.M.S. "Empress of Russia" Capt. A. J. Hosken, R.N.R. Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai (Woods), Nagasaki, Kobe and Yokohama at noon to-morrow.

The N.Y.K. s.s. "Yoshino Maru" (Australian Line) left Nagasaki for Hongkong on Apr. 15 and is expected here on Apr. 19.

The P. & O. s.s. "Sicilia" left Singapore via Haiphong for this port on Apr. 11 at 6 a.m. and is due here on Apr. 20.

The B. F. s.s. "Automedon" left Liverpool on Mar. 17 for Hongkong, Shanghai, Taku and Dairen and is due here on or about Apr. 21.

The C.P.S. R.M.S. "Empress of Canada" arrived at Yokohama on Apr. 13 left Yokohama on Apr. 14 p.m. and is due at Vancouver Apr. 22.

The B. F. s.s. "Glaucus" left Liverpool on Mar. 24 for Penang, Port Swettenham, Singapore, Hongkong and Shanghai and is due here on Apr. 28.

The P. M. s.s. "President Pierce" sails for San Francisco via canal ports to-day. She arrives San Francisco on May 3.

The B. F. s.s. "Elpenor" left Liverpool on Apr. 7 for Singapore, Hongkong, Shanghai and Hankow and is due here on or about May 10.

The B. F. s.s. "Hermion" left Liverpool on Apr. 6 for Singapore, Hongkong, Shanghai, Kobe and Yokohama and is due at this port on or about May 14.

The P. M. s.s. "President Wilson" leaves Manila for Hongkong on Apr. 21 being due here on Apr. 23 sailing home-ward for San Francisco via usual ports of call on Apr. 25. She arrives San Francisco on May 17.

The N.Y.K. s.s. "Katori Maru" (European Line) left London for Hongkong via Manila and ports on Apr. 14 and is expected here on May 21.

CONSIGNEE'S NOTICES.

Cargo arrived by the s.s. "Benmore" remaining undelivered after to-day will be subject to rent. Agents—Gibb, Livingston & Co. Ltd.

Cargo arrived by the s.s. "Lucifer" remaining undelivered after April 21 will be subject to rent. Agents—The Bank Line Ltd.

Cargo arrived by s.s. "West Jessup" not cleared after April 23 will be subject to rent. Agents—Arnold & Co. Ltd.

The Fruit Season.

Bowel complaint is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Colic and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Storekeepers.

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EXCHANGE.

Hongkong, April 18, 1923.

On London ... 3/3-1/2

On demand ... 3/3-1/2

On 30 days sight ... 3/3-1/2

On 4 months sight ... 3/3-1/2

On 6 months sight ... 3/3-1/2

On 9 months sight ... 3/3-1/2

On 12 months sight ... 3/3-1/2

On 15 months sight ... 3/3-1/2

On 18 months sight ... 3/3-1/2

On 21 months sight ... 3/3-1/2

On 24 months sight ... 3/3-1/2

On 27 months sight ... 3/3-1/2

On 30 months sight ... 3/3-1/2

On 33 months sight ... 3/3-1/2

On 36 months sight ... 3/3-1/2

On 39 months sight ... 3/3-1/2

On 42 months sight ... 3/3-1/2

On 45 months sight ... 3/3-1/2

On 48 months sight ... 3/3-1/2

On 51 months sight ... 3/3-1/2

On 54 months sight ... 3/3-1/2

On 57 months sight ... 3/3-1/2

On 60 months sight ... 3/3-1/2

On 63 months sight ... 3/3-1/2

On 66 months sight ... 3/3-1/2

On 69 months sight ... 3/3-1/2

On 72 months sight ... 3/3-1/2

On 75 months sight ... 3/3-1/2

On 78 months sight ... 3/3-1/2

On 81 months sight ... 3/3-1/2

On 84 months sight ... 3/3-1/2

On 87 months sight ... 3/3-1/2

On 90 months sight ... 3/3-1/2

On 93 months sight ... 3/3-1/2

On 96 months sight ... 3/3-1/2

On 99 months sight ... 3/3-1/2

On 102 months sight ... 3/3-1/2

On 105 months sight ... 3/3-1/2

On 108 months sight ... 3/3-1/2

On 111 months sight ... 3/3-1/2

On 114 months sight ... 3/3-1/2

On 117 months sight ... 3/3-1/2

On 120 months sight ... 3/3-1/2

On 123 months sight ... 3/3-1/2

On 126 months sight ... 3/3-1/2

On 129 months sight ... 3/3-1/2

On 132 months sight ... 3/3-1/2

On 135 months sight ... 3/3-1/2

On 138 months sight ... 3/3-1/2

On 141 months sight ... 3/3-1/2

On 144 months sight ... 3/3-1/2

On 147 months sight ... 3/3-1/2

On 150 months sight ... 3/3-1/2

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 7.10 a.m. every 15 minutes

7.30 a.m. to 11.00 a.m. every 10 minutes

11.30 a.m. to 12.30 p.m. every 10 minutes

12.30 p.m. to 2.30 p.m. every 10 minutes

2.30 p.m. to 4.00 p.m. every 10 minutes

4.00 p.m. to 6.15 p.m. every 10 minutes

6.15 p.m. to 6.30 p.m. every 15 minutes

6.30 p.m. to 9.00 p.m. every 15 minutes

9.00 p.m. to 11.00 p.m. every 15 minutes

11.00 p.m. to 11.15 p.m. every 15 minutes

11.15 p.m. to 11.30 p.m. every 15 minutes

11.30 p.m. to 11.45 p.m. every 15 minutes

11.45 p.m. to 12.00 p.m. every 15 minutes

12.00 p.m. to 12.15 p.m. every 15 minutes

12.15 p.m. to 12.30 p.m. every 15 minutes

12.30 p.m. to 12.45 p.m. every 15 minutes

12.45 p.m. to 1.00 p.m. every 15 minutes

1.00 p.m. to 1.15 p.m. every 15 minutes

1.15 p.m. to 1.30 p.m. every 15 minutes

1.30 p.m. to 1.45 p.m. every 15 minutes

1.45 p.m. to 2.00 p.m. every 15 minutes

2.00 p.m. to 2.15 p.m. every 15 minutes

2.15 p.m. to 2.30 p.m. every 15 minutes

2.30 p.m. to 2.45 p.m. every 15 minutes

2.45 p.m. to 3.00 p.m. every 15 minutes

3.00 p.m. to 3.15 p.m. every 15 minutes

3.15 p.m. to 3.30 p.m. every 15 minutes

3.30 p.m. to 3.45 p.m. every 15 minutes

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4.30 p.m. to 4.45 p.m. every 15 minutes

4.45 p.m. to 5.00 p.m. every 15 minutes

5.00 p.m. to 5.15 p.m. every 15 minutes

5.15 p.m. to 5.30 p.m. every 15 minutes

5.30 p.m. to 5.45 p.m. every 15 minutes

5.45 p.m. to 6.00 p.m. every 15 minutes

6.00 p.m. to 6.15 p.m. every 15 minutes

6.15 p.m. to 6.30 p.m. every 15 minutes

6.30 p.m. to 6.45 p.m. every 15 minutes

6.45 p.m. to 7.00 p.m. every 15 minutes

7.00 p.m. to 7.15 p.m. every 15 minutes

7.15 p.m. to 7.30 p.m. every 15 minutes

7.30 p.m. to 7.45 p.m. every 15 minutes

7.45 p.m. to 8.00 p.m. every 15 minutes

8.00 p.m. to 8.15 p.m. every 15 minutes

8.15 p.m. to 8.30 p.m. every 15 minutes

8.30 p.m. to 8.45 p.m. every 15 minutes

8.45 p.m. to 9.00 p.m. every 15 minutes

9.00 p.m. to 9.15 p.m. every 15 minutes

9.15 p.m. to 9.30 p.m. every 15 minutes

LOCAL SHARE MARKET.

HONGKONG, APRIL 18th, 1923.

OFFICIAL QUOTATIONS

11 A.M.

Names. Stock Exchange. Sharebrokers Association

Banks. U.S.B.C. T.T. selling rate ... 9/11

Hongkong and Shanghai ... 11/15 b. 1130 ss.

do. New ... 10/12

East Asia Bank ... 10/12

Marine Insurance ... 8/65 b.

Canton Insurance ... 8/128 b.

North China Insurance ... 8/200 b.

Union Insurance ... 8/200 b.

Yankee Insurance ... 8/200 b.

Far Easters ... 8/200 b.

Fire Insurance ... 8/118 b.

China Fire Insurance ... 8/118 b.

Shipping ... 8/118 b.

Dongas ... 8/62 b.

H. K. Steamboats ... 8/41 b.

Indo-China (Pref.) ... 8/40 b.

China (Def.) ... 8/30 b.

Shell Transports ... 8/50 b.

Refrigerators ... 8/50 b.

China Sugar ... 8/240 b.

Malabon Sugar ... 8/64 b.

Minia ... 8/30 b.

Kailan Mining Adm. ... 8/30 b.

Shanghai Leasing ... 8/30 b.

Shai Explorations ... 8/30 b.

Raube ... 8/30 b.

Troch Mince ... 8/30 b.

Urul Caplains ... 8/30 b.

Bangkok Chem. ... 8/30 b.

Docks, Wharves, Godowns, etc. ... 8/30 b.

H. & K. Wharfs ... 8/30 b.

H. & W. Dock ... 8/30 b.

Shai Docks ... 8/30 b.

New Engineering ... 8/30 b.

R. K. Engineering ... 8/30 b.

HONGKONG & SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$50,000,000

Paid-up Capital ... \$20,000,000

Reserve Funds ... \$4,000,000

Sinking ... \$2,500,000

Silver ... \$2,500,000

Reserve Liability of ... \$20,000,000

BUSINESS DIRECTORY

Banks

The Bank of Canton, Ltd.,
Des Voeux Road Central.

China Specie Bank, Ltd.
6, Duddell Street.

The Chinese Merchants' Bank, Ltd.
Alexandra Bldg., Chater Road.

Building Contractors:
Wing On & Co.
Building Contractors.
14, D'Almeida Street. Tel. Cen. 1597.

Coal Merchants

Yatun Mining & Coal Co., Ltd.
Colliery & Steamship Owners.
Bitternoots Coal, Coka, Firebricks.

A. Kimura & Co.
2, Connaught Road Central.

Wong Hang & Co., Coal Merchants
15 Des Voeux Rd. Cen. Tel. Cen. 2736.

Waiwai & Co., 5 Queen's Road Central.
Merchants. Coal Contractors and
Shipping Agents—Phone Cen. 1643.

Cotton Yarn Importers

Jashe Kabushiki Kaisha,
Importers Cotton Yarn & Piece
Goods; No. 7, Mercantile Bank
Building. Tel. Cen. 2774 and 2508.

Jewelry Dealers

Lack Hing, Chinese Curios & Silver Ware.

Dentist

Warry Fong, Dentist.
100, No. 74, Queen's Road
Central. Tel. Cen. 1535.

Electrical Suppliers

an Ring Co., Electric Platers and
Contractors also Typewriter
Repairs, 10 Fanning St. Tel. Cen. 3880.

Engineers & Shipbuilders

W. S. Bailey & Co., Ltd.,
Engineers & Shipbuilders.
Kowloon Bay
New Work & Repairs
Call Flag "L."

Glass Merchants

A. Loo & Co., Glass Merchants,
Furniture, Mirror and Canton Marble
Manufacturers, Electro-plated, Glass
and Crockery—Ware and Photo
Supplies. 19, Queen's Road Central.
Tel. Cen. 1218.

Hotels

Palace Hotel, Kowloon—Corner of
Hiphong and Harkow Roads. Few
minutes from ferry.

Importers & Exporters

Cha Bros. & Co., Importers and
Exporters and Commission Agents.
Des Voeux Road.

The Hongkong Import Co.,
Importers and Exporters.
Tel. Cen. 2037, 37, Queen's Road Central.

Awong Sun & Co., 16 Queen's Road
Central. Tel. Cen. 1535 (Manager),
Awong King Him (Asst.) Tel. Cen. 5165.

Samuda Trading Co.,
Importers and Exporters,
NKKO—Japanese fine art curios,
23 Queen's Road Ctl. Tel. Cen. 1258.

Sam Hing Leong,
97-99 Queen's Road Central.
General Storekeepers, Wine & Cigar
Merchants, General Importers,
Exporters of Chinese Produce.
Tel. Cen. 351.

Patell & Co., P. O. Box 318

Land & Estate Agents

an Vick Oho, Land & Estate Agents
Tel. Cen. 911-1887.
35, Queen's Road Central.

Leather Goods

Van Kang Suitcase Co.,
Best makers of Leather Suitcases,
Hand Bags, Purses, Belts, etc.
Fanning St., 218 Queen's Rd. Ctl.
and 38 Hillier St.

Po Hing, 224 Des Voeux Road. Manu-
facturers of Leather Suitcases, Hand
Bags, Trunks etc.

Merchants

Asia Commercial & Development Co.
China Bank Buildings (3rd floor) Tel. 3809.

Sibbs, J. & Co., Alexandra Building.

Millinery

Madame Lily—Alexandra Building.
Latest models and creations from
Paris in Furs and Millinery.
"The Centre of Fashion."

Miners

China Commercial Co., Ltd.
Miners, Importers and Exporters
44-46 Queen's Road Ctl. Tel. Cen. 2802.

Modistes

Madame Lily,
31, Queen's Road Ctl. Tel. Cen. 688.
(Opposite Victoria Hotel)

Optician

The Hongkong Optical Co. Phone 2432.
53, Queen's Road Central.

N. Lazarus, Optician.
Tel. Cen. 2203. 12, Queen's Rd. Central.

Photographers

Mee Cheung, Photographer.
23, Ice House Street.
7, Desford Arcade (Branch).
Developing & Printing undertaken.

Providers

Yee Hing Tomy & Co., Dealers in
Foreign Goods, New Store, Choco-
lates, Soft Felt Hats, Pipe, Wool
Socks, Sweater Singlets, Ties, Razor
Blade.
24, Fanning Street Tel. Cen. 2016.

Printers

The "China Mail" General Printers,
Publishers and Bookbinders.
6, Wyndham Street. Tel. Cen. 22.

Scales

Mustard & Co., Connaught Road Ctl.

Ship Chandlers

Chung Fook, 78 Connaught Rd. Ctl.
First floor. Tel. Cen. 639.
Shipchandler, Storekeepers and
Comprodors.

Wang Kee & Co., Shipchandler,
Comprodors, Storekeepers & Coal
Merchants, Ba act & Pilot supply.
No. 36 & 37, Connaught Road, Tel.
Central No. 846.

Shipowners

Man Wing S. S. Co., Ltd.,
39 Bonhomie Street West. Tel. Cen. 1710.
Regular fortnightly service
Hongkong and Haiphong via Hoihow
a.s. "Haitan."

Thai Thuan S. S. Co., Ltd.,
147 Wing Lok Street, East. Tel. Cen. 93.
a.s. "Borwatt" s.s. "Borwatt"
between Hongkong and Saigon.

Shoemakers

Jam Kee, Dealer in Sewing Machines
and Accessories, Boot & Shoe Maker.
7 Fanning Street.

WONG SIU WONG
BOOTS, SHOES, SLIPPERS FOR LADIES, GENTS
& CHILDREN, BEST DESIGNS, PRICES MODERATE.
30, FANNING STREET, PHONE 312.

Silk Stores

D. Chellaram—Royal Silk Store.
38a Queen's Road Central, Satin
Crepe de Chine, Georgette and
Brocade Silks.

Pohcemull Bros., 38, Queen's Rd. C.

Tailors

Hongkong Tailoring Co.,
Ladies and Gents Tailors
10, 11 Fanning Street, New Materials
of all descriptions. Tel. Cen. 3880.

ah Young, Tailors, Drapers & Out-
fitters, Hat & Clothing, Suits made
to order. No. 74, Queen's Road
Central, Tel. Cen. 2830.

Sing Cheong,
Ladies and Gentlemen Tailor.
24, Wyndham Street, 2nd floor.

Tobacco, Cigarettes

British American Tobacco Co.
(China), Ltd. 18-19 Connaught Road.

Typewriters, Etc.

Mustard & Co., Connaught Road Ctl.

Wine & Spirit Merchants
Kwan Yee, General Storekeeper
Wine & Spirit Merchant
No. 102, Queen's Road Central.

FARES FOR PUBLIC
VEHICLES.

The fares prescribed for public vehicles
are as follows:
1. In the Island of Hongkong, Kowloon
Road and Lower Levels, and in
Kowloon, and New Kowloon,
SINGAPORE.

Five minutes 5 cents
Ten minutes 10
Quarter hour 15
Half hour 20
One hour 30
Two hours 40
Three hours 50
Four hours 60
Five hours 70
Six hours 80
Seven hours 90
Eight hours 100
Nine hours 110
Ten hours 120
Eleven hours 130
Twelve hours 140
Thirteen hours 150
Fourteen hours 160
Fifteen hours 170
Sixteen hours 180
Seventeen hours 190
Eighteen hours 200
Nineteen hours 210
Twenty hours 220
Twenty one hours 230
Twenty two hours 240
Twenty three hours 250
Twenty four hours 260
Twenty five hours 270
Twenty six hours 280
Twenty seven hours 290
Twenty eight hours 300
Twenty nine hours 310
Thirty hours 320
Thirty one hours 330
Thirty two hours 340
Thirty three hours 350
Thirty four hours 360
Thirty five hours 370
Thirty six hours 380
Thirty seven hours 390
Thirty eight hours 400
Thirty nine hours 410
Forty hours 420
Forty one hours 430
Forty two hours 440
Forty three hours 450
Forty four hours 460
Forty five hours 470
Forty six hours 480
Forty seven hours 490
Forty eight hours 500
Forty nine hours 510
Fifty hours 520
Fifty one hours 530
Fifty two hours 540
Fifty three hours 550
Fifty four hours 560
Fifty five hours 570
Fifty six hours 580
Fifty seven hours 590
Fifty eight hours 600
Fifty nine hours 610
Sixty hours 620
Sixty one hours 630
Sixty two hours 640
Sixty three hours 650
Sixty four hours 660
Sixty five hours 670
Sixty six hours 680
Sixty seven hours 690
Sixty eight hours 700
Sixty nine hours 710
Seventy hours 720
Seventy one hours 730
Seventy two hours 740
Seventy three hours 750
Seventy four hours 760
Seventy five hours 770
Seventy six hours 780
Seventy seven hours 790
Seventy eight hours 800
Seventy nine hours 810
Eighty hours 820
Eighty one hours 830
Eighty two hours 840
Eighty three hours 850
Eighty four hours 860
Eighty five hours 870
Eighty six hours 880
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One hundred ten hours 1120
One hundred eleven hours 1130
One hundred twelve hours 1140
One hundred thirteen hours 1150
One hundred fourteen hours 1160
One hundred fifteen hours 1170
One hundred sixteen hours 1180
One hundred seventeen hours 1190
One hundred eighteen hours 1200
One hundred nineteen hours 1210
One hundred twenty hours 1220
One hundred twenty one hours 1230
One hundred twenty two hours 1240
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One hundred eighty hours 1820
One hundred eighty one hours 1830
One hundred eighty two hours 1840
One hundred eighty three hours 1850
One hundred eighty four hours 1860
One hundred eighty five hours 1870
One hundred eighty six hours 1880
One hundred eighty seven hours 1890
One hundred eighty eight hours 1900
One hundred eighty nine hours 1910
One hundred ninety hours 1920
One hundred ninety one hours 1930
One hundred ninety two hours 1940
One hundred ninety three hours 1950
One hundred ninety four hours 1960
One hundred ninety five hours 1970
One hundred ninety six hours 1980
One hundred ninety seven hours 1990
One hundred ninety eight hours 2000
One hundred ninety nine hours 2010
Two hundred hours 2020
Two hundred one hours 2030
Two hundred two hours 2040
Two hundred three hours 2050
Two hundred four hours 2060
Two hundred five hours 2070
Two hundred six hours 2080
Two hundred seven hours 2090
Two hundred eight hours 2100
Two hundred nine hours 2110
Two hundred ten hours 2120
Two hundred eleven hours 2130
Two hundred twelve hours 2140
Two hundred thirteen hours 2150
Two hundred fourteen hours 2160
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Two hundred sixteen hours 2180
Two hundred seventeen hours 2190
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Six hundred four hours 6060
Six hundred five hours 6070
Six hundred six hours 6080
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Six hundred ten hours 6120
Six hundred eleven hours 6130
Six hundred twelve hours 6140
Six hundred thirteen hours 6150
Six hundred fourteen hours 616